Bus rapid transit

I-405 and SR 522/NE 145th corridors

Outreach summary

May 2021

SoundTransit / Powering progress

Summary

Purpose

This report summarizes the notification and community involvement strategies Sound Transit used in the SR 522/NE 145th Stride Bus Rapid Transit (or Stride S3 Line) online open house from Feb. 12 to March 11, 2021. It also summarizes the public participation, questions received and key findings from the online public meetings held for each city along the project corridor, as well as public feedback received via the online survey and emails during the online open house.

Table of Contents

1 INTRODUCTION 5

1.1 Overview 5
1.2 Purpose of report 5

2 PUBLIC OUTREACH OBJECTIVES 6

3 AUDIENCE 6

4 OUTREACH METHODS AND TOOLS 7

4.1 Notifications 7
4.1.1 Email updates 7
4.1.2 Press release and communications toolkit 8
4.1.3 Postcard distribution 8
4.1.4 Online display advertisements 9
4.1.5 Social media notifications 9
4.1.6 Local media coverage 9
4.2 Public involvement opportunities 9
4.2.1 Online open house 9
4.2.2 Online public meetings 10
4.2.3 Email, phone and mail comments 10

5 WHAT WE HEARD 10

5.1 Participation snapshot 10
5.1.1 Participation 10
5.1.2 Demographics of survey respondents 11
5.2 Online survey – key themes 13
5.3 Online public meetings – key themes 14
5.3.1 Corridor-wide themes 14
5.3.2 Themes per city 15

Figures

Figure 5-1 Race or ethnicity information provided by demographics survey respondents....12
Figure 5-2 Annual household earnings of demographics survey respondents.....13
Figure I-1 Age information provided by demographics survey respondents..... I-1
Figure I-2 Race or ethnicity information provided by demographics survey respondents... I-3
Figure I-3 Accessible transit feature usage information provided by demographics survey respondents..... I-5
Figure I-4 Annual household earnings of demographics survey respondents..... I-6

Tables

Table 4-1 Neighborhood and other organizations that received an email notification 8
Table I-1 Age information provided by demographics survey respondents..... I-1
Table I-2 Gender information provided by demographics survey respondents I-2
Table I-3 Work status of demographics survey respondents I-2
Table I-4 Living situation of demographics survey respondents I-2
Table I-5 Demographics survey respondents who identify as Hispanic or Latinx..... I-2
Table I-6 Race or ethnicity information provided by demographics survey respondents... I-3
Table I-7 Demographics survey respondents who have reliable access to a working motor vehicle at home..... I-4
Table I-8 Language information provided by demographics survey respondents I-4
Table I-9 English proficiency information provided by demographics survey respondents I-4
Table I-10 Demographics survey respondents who consider themselves to have a disability I-4
Table I-11 Accessible transit feature usage of demographics survey respondents..... I-5
Table I-12 Household occupant information of demographics survey respondents I-6
Table I-13 Total household annual earnings of demographics survey respondents I-6

Appendices

Appendix A Email updates
Appendix B Press release and communications toolkit
Appendix C Postcard
Appendix D Online advertisements
Appendix E Social media posts
Appendix F Media coverage
Appendix G Online open house
Appendix H Online open house analytics
Appendix I Online open house demographics survey
Appendix J Public comments and emails

Acronyms and Abbreviations

BRT	Bus Rapid Transit
KCM	King County Metro
Project	SR 522/NE 145th bus rapid transit project
ST	Sound Transit
Stride S3 Line	Name for the future Sound Transit BRT service on SR 522/NE 145th

1 INTRODUCTION

1.1 Overview

The SR 522/NE 145th Bus Rapid Transit (BRT), or Stride S3 Line, project will provide fast, frequent and reliable bus-based transit service for north Lake Washington communities from Bothell to the future Shoreline South/148th Link light rail station near NE 145th Street and I-5. Riders will be able to connect to and transfer between the Stride S3 Line, Stride S2 Line (along I-405), Link light rail and other transit services provided by Sound Transit, Community Transit and King County Metro.

In 2018, Sound Transit began to evaluate and refine the representative SR 522/NE 145th Stride BRT project identified in the voter-approved Sound Transit 3 (ST3) plan based on technical analysis and stakeholder input to develop the preliminary refined project for the full corridor. In early 2019, Sound Transit shared the preliminary refined project with the community and key stakeholder groups for further input. In March 2019, the Sound Transit Board of Directors advanced the project into the next phase of conceptual engineering and environmental review.

Since spring 2019, the project team has advanced development of the design in collaboration with agency and jurisdictional partners. The team has also been working on the environmental review through the State Environmental Policy Act (SEPA) checklist. After completing the SEPA checklist and comment period in spring 2021, the project team will ask the Sound Transit Board to identify the project to be built, which may enable to project to advance into the design and construction phases. The project schedule is subject to change due to impacts from the COVID-19 recession and ongoing Sound Transit Board realignment process.

Sound Transit hosted an online open house from Feb. 12 to March 11, 2021 to share the draft preliminary design and inform the community about the project's next steps. Sound Transit also hosted online public meetings for each city along the project corridor, using the virtual meeting platform Zoom. To comply with social distancing guidelines for public health during the COVID-19 pandemic, Sound Transit did not hold in-person meetings.

The online open house and online public meetings described the draft 30%, or "preliminary," design and provided information about the environmental review process and upcoming project milestones. Sound Transit also provided an online survey for community members to share input on public engagement strategies.

The online open house was available in English (sr522brt.participate.online), Simplified Chinese (sr522brt-chi.participate.online) and Spanish (sr522brt-esp.participate.online). At the online public meetings, Sound Transit provided real-time captions in English and simultaneous interpretation in Mandarin, Spanish and American Sign Language (ASL).

1.2 Purpose of report

This report summarizes the notification and community involvement strategies Sound Transit used in the SR 522/NE 145th Stride Bus Rapid Transit (or Stride S3 Line) online open house from Feb. 12 to March 11, 2021. It also summarizes the public participation, questions received, and key findings from the online public meetings held for each city along the project corridor, as

well as public feedback received via the online survey and emails during the online open house.

2 PUBLIC OUTREACH OBJECTIVES

The objectives of the spring 2021 online open house were to:

- Inform potentially affected communities about the details, schedule and goals for the project.
- Share the proposed preliminary design and key changes and decisions since previous outreach, including the location and status of stations, parking locations, access considerations, and roadway and transit priority improvements.
- Discuss how technical analysis and stakeholder feedback informed the proposed preliminary design.
- Share and explain the preliminary design process and environmental review process that may lead to action by the Sound Transit Board in 2021 to advance the project into design and construction phases.
- Offer equitable, inclusive and meaningful outreach and engagement opportunities.
- Provide opportunities for members of the community to sign up for project updates, contact the project team and provide feedback on the project team's public engagement strategies.
- Inform the advancement of the project into the design and construction phases.
- Communicate next steps and future opportunities for public engagement.

3 AUDIENCE

Participation by the numbers:

- **3,539 people visited** the English, Spanish and Simplified Chinese online open houses.
- **66 people responded** to the survey in the online open house.
- Community members sent the project team **14 emails** related to the online open house and/or online public meetings.
- **159 people attended** the online public meetings:
  - 35 people attended the online public meeting for Kenmore.
  - 38 people attended the online public meeting for Shoreline/Seattle.
  - 47 people attended the online public meeting for Lake Forest Park.
  - 39 people attended the online public meeting for Bothell/Woodinville.

The audience for the online open house and online public meetings was intended to be corridor-wide and was geared toward:

- Members of the general public who have an interest in the project and its outcome.
- Adjacent property owners, business owners and residents who live or work near the project area and use the NE 145th Street and SR 522 corridors.
- Current bus riders who travel along the NE 145th Street and SR 522 corridors – via ST Express Bus, Community Transit or King County Metro service.
- Agency staff and elected officials who have an interest in the project's potential impacts, permitting compliance and/or potential benefits to their constituents.

- Historically underrepresented communities, including those that speak languages other than English.
- Interest groups, such as transportation groups, regional land-use interests, environmental groups, and organizations involved with local or regional businesses and industries.

During this round of public outreach, Sound Transit continued to employ outreach methods to reach historically underrepresented populations to equitably engage current and potential future transit riders. Historically underrepresented populations include people of color, people who are or may be limited-English speakers, people with varying abilities and people who are currently living with a low income. Based on the preliminary demographic analysis conducted during the earlier rounds of outreach that identified targeted populations within the project area, Sound Transit used the following strategies to engage these populations:

- Provided translated text on postcards in Spanish and Simplified Chinese.
- Provided translated versions of the online open house in Spanish and Simplified Chinese, as well as via the embedded Google Translate tool.
- Publicized the online open house with translated ads in language-specific publications.
- Provided screen-reader compatible versions of online information.
- Provided real-time captions in English and simultaneous interpretation in Mandarin, Spanish and ASL at the online public meetings.
- Sent hard copies of the online open house to community members who requested them and did not have access to the online version.

As the project moves from planning into design, Sound Transit will continue to work with community organizations, jurisdictions and social service providers to identify additional ways to reach historically underrepresented populations.

4 OUTREACH METHODS AND TOOLS

Outreach by the numbers

- **21,092 postcards were mailed** to homes, apartments and businesses within a quarter mile of the project corridor.
- **Three email update notices** were sent to the 2,300 Sound Transit project email list subscribers.
- **Display advertisements** were placed in **four** local online publications.

4.1 Notifications

4.1.1 Email updates

A total of three email updates were sent to the project listserv of approximately 2,300 recipients on Feb. 17, Feb. 25 and March 8 (see **Appendix A** for copies of the emails). The first email update served to announce the online open house and encourage community members to sign up for online public meetings. The second email update served as a reminder about the online open house and public meetings. The third email update reminded email recipients that the online open house would close on March 11.

Sound Transit also sent email updates to community organizations, chambers of commerce and neighborhood associations along the corridor to inform their communities about the online open house. Table 4-1 lists the associations that Sound Transit reached out to.

Table 4-1 Neighborhood and other organizations that received an email notification

City	Organization
Bothell	Northshore Senior Center
Bothell/Kenmore	Bothell/Kenmore Chamber of Commerce
Kenmore	Uplake Neighborhood Association
Kenmore	Kenmore mobile home communities
Kenmore	St. Vincent de Paul Seattle
Kenmore	Mary's Place Northshore
Lake Forest Park	Lake Forest Park Citizens' Commission
Lake Forest Park	Lake Forest Park Civic Club
Lake Forest Park	153rd/155th neighborhood
Lake Forest Park	Sheridan Beach Community Club
Shoreline	Parkwood Neighborhood Association
Shoreline	Briarcrest Neighborhood Association
Shoreline	Ridgecrest Neighborhood Association
Shoreline	North King County Mobility Coalition
Shoreline	Shoreline Chamber of Commerce
Shoreline	Center for Human Services – Shoreline
Seattle	Lake City Collective
Woodinville	Woodinville Rotary Club
Woodinville	Woodinville Chamber of Commerce

4.1.2 Press release and communications toolkit

Sound Transit issued a press release on Feb. 17 to announce the online open house and online public meetings (**Appendix B**). Sound Transit also sent a communications toolkit to the Interagency Group (IAG) members in mid-February with sample messaging they could use to publicize the online open house to their communities (also in **Appendix B**).

The IAG consists of representatives from Sound Transit's partner agencies and governments in the project area that meet every other month to provide community and corridor-wide perspective on potential project refinements and engagement tools. The IAG includes representatives from the City of Seattle, City of Shoreline, City of Lake Forest Park, City of Kenmore, City of Bothell, City of Woodinville, the Washington State Department of Transportation, King County Metro, Community Transit and University of Washington Bothell/Cascadia College.

4.1.3 Postcard distribution

In mid-February, Sound Transit sent **21,092 postcards** to residences and businesses along the project corridor. The postcard described the dates and content of the online open house and

encouraged recipients to provide feedback (**Appendix C**).

4.1.4 Online display advertisements

Sound Transit submitted online advertisements to local publications with readership that aligned with the project team's target audiences. These ads ran in three cycles during the online open house, from Feb. 16 to March 11, in the following publications:

- *La Raza de Noroeste*
- *Seattle Chinese Times*
- *Bothell-Kenmore Reporter*
- *Woodinville Weekly*

See **Appendix D** for examples of the online ads and screenshots of their placement in publications.

Sound Transit also ran paid Facebook ads, Feb. 19–25 and March 5–11, that linked to the online open house. In total, the ads were seen by over 31,000 people and garnered about 950 clicks to the online open house.

4.1.5 Social media notifications

Sound Transit created four Facebook events connected to its primary Facebook account, publicizing the four online public meetings and linking to the online open house. The Facebook events garnered a total of 18 "going" and "interested" RSVPs.

Local community groups also shared information about the online open house through their own social media and communications channels. The City of Kenmore posted a reminder on Facebook on March 5, encouraging residents to visit the online open house and share their feedback via the online survey.

4.1.6 Local media coverage

The Urbanist posted an article online on March 11 sharing information about the project design and encouraging readers to visit the online open house.

Kenmore Community Club also posted a blog post on Feb. 28, sharing the online open house and stations in Kenmore.

Additionally, the project team wrote and submitted an article to *Shoreline Area News* to share project updates about Lake Forest Park and Seattle/Shoreline and to solicit feedback through the online open house. Shoreline Area News published this article on March 9.

See **Appendix F** for screenshots of these online articles.

4.2 Public involvement opportunities

4.2.1 Online open house

The online open house was available from Feb. 12 to March 11 in English

(sr522brt.participate.online), Simplified Chinese (sr522brt-zh.participate.online) and Spanish (sr522brt-esp.participate.online). The online open house described the proposed preliminary design and provided information about the environmental review process and upcoming project milestones. Sound Transit also provided an online survey for community members to share feedback on the project team's public engagement strategies. See **Appendix G** for images of the English, Chinese and Spanish online open houses.

4.2.2 Online public meetings

Sound Transit hosted four online public meetings, one per each segment of the project corridor. The public meetings were held from 7 to 8 p.m. PT on the following dates:

- Kenmore: Tuesday, March 2
- Seattle/Shoreline: Thursday, March 4
- Lake Forest Park: Tuesday, March 9
- Bothell/Woodinville: Wednesday, March 10

In the first half hour of each meeting, the project team provided an overview of accessibility features for the Zoom meeting (including live interpretation and captions) and then showed a pre-recorded presentation. The presentation gave an overview of the Stride 3 Line project, updates about the Sound Transit Board Realignment process and information about the draft preliminary design in each city along the corridor, upcoming transit changes for riders, environmental review and how the public can stay engaged with the project.

The remaining half-hour of each meeting was largely spent on the live public question-and-answer ("Q&A") session. The project team and city/agency partners addressed questions that had been submitted by community members during the registration process for the meetings or during the meetings themselves via the designated Zoom "Q&A" box. See section 5.1.1, below, for an overview of the online public meeting participation and questions received.

4.2.3 Email, phone and mail comments

Sound Transit also encouraged community members to contact the project team with any questions or comments via phone (206-398-5470), email (brt@soundtransit.org) or mail (SR 522 BRT, Sound Transit, 401 S. Jackson St., Seattle, WA 98104).

Community members sent **14 emails** with questions or comments related to the information shared in the online open house and/or online public meetings. (10 people sent emails related to the online open house, and four sent emails related to the online public meetings.)

5 WHAT WE HEARD

5.1 Participation snapshot

5.1.1 Participation

Online open house:
Between Feb. 16 and March 11, 2021, a total of **3,539 users** visited the English, Spanish and Simplified Chinese online open houses. **3,435 users** spent an average of two and a half

minutes on the English site, **41 users** spent an average of two and a half minutes on the Spanish site and **63 users** spent an average of two and a quarter minutes on the Simplified Chinese site. A total of **66 respondents** completed the online survey across the English and simplified Chinese sites (no users submitted surveys via the Spanish site).

Online public meetings:

A total of **159 people** attended the online public meetings. 35 people attended the online public meeting for Kenmore, 38 people attended the meeting for Shoreline/Seattle, 47 people attended the meeting for Lake Forest Park, and 39 people attended the meeting for Bothell/Woodinville. Most registrants reported living in the city/cities where they registered for the public meetings.

Through the registration process for the online public meetings, community members could submit questions and comments for the project team. Participants could also submit questions "live" during the meetings themselves via the Zoom "Q&A" box.

Sound Transit received a total of 177 questions or comments from online public meeting participants, including questions submitted in advance and questions asked live during the meetings. The number of questions received at each online public meeting is as follows:

- Kenmore: 17 questions
- Seattle/Shoreline: 35 questions
- Lake Forest Park: 58 questions
- Bothell/Woodinville: 67 questions

The project team addressed as many questions as possible within the half-hour designated time for Q&A during the public meetings, but some questions were left unanswered. In an effort to address all questions received, Sound Transit will compile questions from the online public meetings and send a document that provides frequently asked questions and answers to the project listserv and all those who registered for the online public meetings.

See **Appendix J** for copies all questions and comments received from the online public meetings. Please note that comments with personally identifying information (e.g., addresses), or comments that were merely rhetorical responses (e.g., "Thanks") are not included in Appendix J.

5.1.2 Demographics of survey respondents

After reviewing project updates in the online open house, visitors were encouraged to fill out a survey that included demographics questions. 43 users on the English site provided demographic information and two users on the Simplified Chinese site provided demographic information, for a combined total of 45 demographic survey responses ($N = 45$).

Race/ethnicity:
The demographic survey results show that the majority of survey participants identify as White (83%, $n = 35$), followed by Asian or Asian-American (16%, $n = 7$), then other races/ethnicities (7%, $n = 3$), then American Indian or Alaskan Native (4.8%, $n = 2$), then Black or African American (4%, $n = 2$), then Native Hawaiian or Pacific Islander (4%, n = 2). Four percent ($n = 2$) of respondents identify as Hispanic or Latinx. See **Figure 5-1** (Race or ethnicity information

provided by demographics survey respondents).

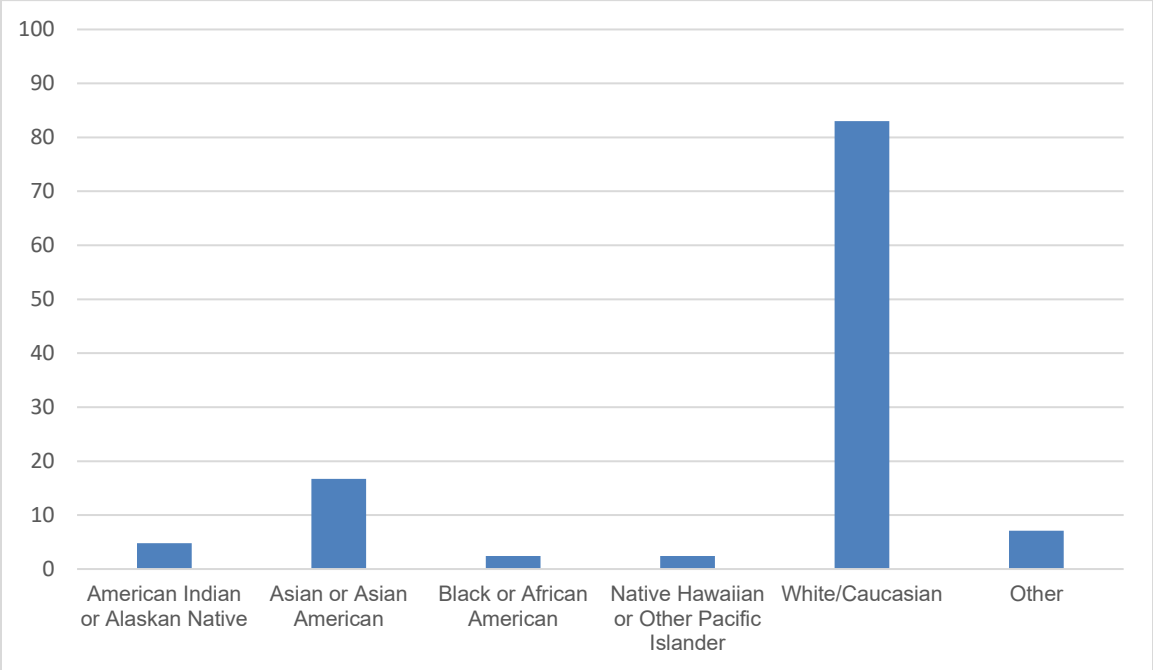


Figure 5-1 Race or ethnicity information provided by demographics survey respondents

Languages spoken at home:
The majority (95%) of survey respondents reported regularly speaking English at home. Of participants who spoke a language other than English at home, 29% reported they spoke English very well or well, 5% reported they spoke it less than well and 64% reported they did not speak it at all. Other languages respondents reported speaking at home include Spanish (9%, *n* = 4), Cantonese (2%, *n* = 1) and Mandarin (2%, *n* = 1).

Ages:
Most survey respondents (57%, *n* = 24) reported they were between the ages of 35 and 64. Roughly a fifth of respondents (20%, *n* = 9) reported being between 25 and 34 years old, and roughly a quarter of respondents (24%, *n* = 10) reported being 65 or older or under the age of 24.

Annual household income:
36% of respondents (*n* = 16) reported a total annual household income of $100,000 or more. 26% (*n* = 12) reported an income between $50,000 and $99,999, and 14% (*n* = 6) reported under $50,000 a year, with 5% (*n* = 2) reporting less than $24,000. 20% (*n* = 9) of respondents preferred not to report their annual income on this question. **See Figure 5-2 (**Annual household earnings of demographics survey respondents)**.**

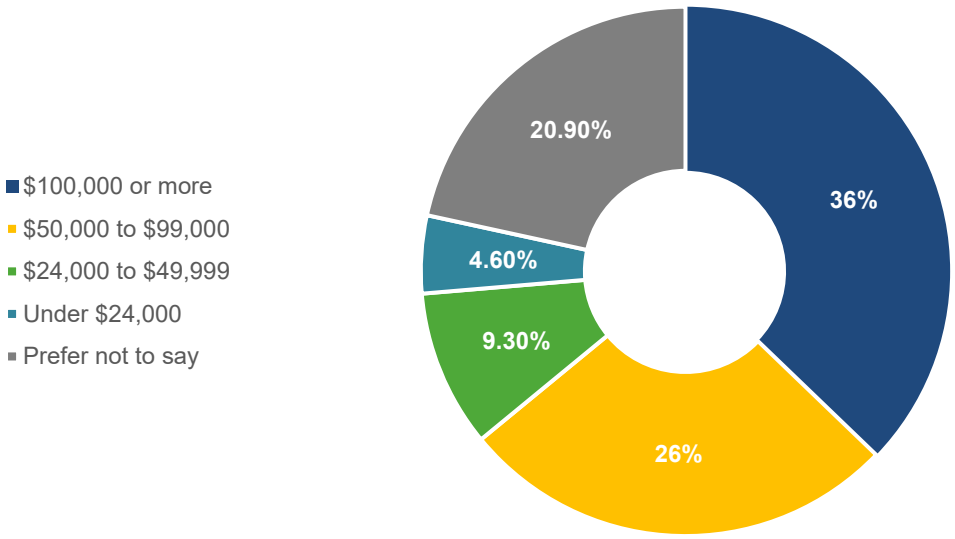


Figure 5-2 Annual household earnings of demographics survey respondents

Disabilities and use of Sound Transit accessibility features:
Of the participants who answered demographic questions in the online survey (*n* = 43), 11% of respondents said they consider themselves to have a disability that impacts their use of public transit (*n* = 5).

About 40% of respondents have used Sound Transit accessibility features. The most widely used features include automated stop announcements, large print signs, priority seating, the bus lowering/kneeling feature and the lift or ramp.

More demographic information—including gender identity, languages spoken, disability and household occupancy—are summarized in **Appendix I**.

5.2 Online survey – key themes

The online survey included questions to inform the project team's community engagement strategies. Participants were asked questions about how they have previously engaged or expect to engage with the project, including where they had heard about the project and if their community organizations would be interested in connecting with the project team in the future. 66 people responded to these survey questions. Community members also sent 10 emails to the project email address, brt@soundtransit.org, with questions or comments related to the information shared in the online open house.

Key themes from these survey response and emails are:

- The most common ways respondents reported hearing about the project were project email updates (54%, *n* = 35), followed by the project webpage (35%, *n* = 23), then social media (34%, *n* = 22), visiting the project's past online open houses (28%, *n* = 18), attending or

planning to attend the online public meetings (23%, *n* = 15) or receiving a postcard about the project (23%, *n* = 15).

- Other ways people reported hearing about the project included local media sources like the *Seattle Transit Blog* and *Shoreline Area News*, being a property owner or tenant who has been in touch with the project team or seeing Sound Transit staff at a local fair or festival.
- Of the survey respondents who reported reading local news sources, the most commonly read sources were *Shoreline Area News*, the *Bothell-Kenmore Reporter* and the *Seattle Chinese Times.*
- Other places respondents reported getting community news included neighborhood and city Facebook groups/pages, local radio stations and TV news channels, newsletters or emails from community organizations and fliers in public areas.
- Suggestions to improve Sound Transit community engagement included outreach to homeowner associations near the project corridor, placing posters at bus stations and grocery stores, posting on the Nextdoor social media platform and reaching out to historically underserved community members, including those who are reliant on public transit.
- Four community and neighborhood organizations expressed interest in receiving a project briefing.
- Most survey respondents reported they lived or worked in Seattle or Shoreline, followed by Kenmore, then Bothell, then Lake Forest Park, then Woodinville.
- Of available Sound Transit bus accessibility features, respondents reported most commonly using priority seating, automated stop announcements, large print signs and bus lowering/kneeling.
- Questions received through the survey and/or email included questions about future connectivity with King County Metro and Community Transit service, questions about the changes between 10% and 30% designs, questions about impacts to homes and businesses along the project corridor, and questions about project designs and traffic safety.

5.3 Online public meetings – key themes

5.3.1 Corridor-wide themes

A total of **159 people** attended the four online public meetings. Four people sent emails to the project email address, brt@soundtransit.org, with questions or comments related to the information shared in the online public meetings. Below is a summary of key themes from questions received from participants of the public meetings and those who emailed the project team with questions related to the meetings.

Key themes that emerged across the corridor are:

- Interest in designs for future Stride S3 Line stations and Stride bus amenities, including accessibility features.
- Interest in future opportunities to provide input on the project and questions about how to stay engaged.
- Questions about how the project team determined the Stride S3 Line station locations.
- Interest in how Sound Transit is projecting and planning for recent and future changes to ridership.
- Questions about the future Stride S3 Line service hours and frequency.
- Questions about plans for the current ST Express 522 service.
- Support for easy transfers between future Stride services, Link light rail, King County Metro and Community Transit.
- Questions about the impacts of the realignment process on Sound Transit projects and timelines.
- Questions about property owner impacts and the property acquisition process.
- Questions about utility impacts, tree removal and other environmental impacts.
- Questions about pedestrian and cycling connections and support for improved access for people walking, biking and rolling to stations.

"What is the plan for providing high quality bike and pedestrian access to stations?"

"What is the trip time (during rush hour) from Kenmore to Shoreline Station, and from the Shoreline Station to Downtown?"

"Are we right-sizing our transit system in light of cultural changes in how we manage work, education, shopping and recreation?"

5.3.2 Themes per city

5.3.2.1 Shoreline/Seattle

38 community members attended the Seattle/Shoreline online public meeting. Comments about Shoreline/Seattle included:

- Questions and concerns about property and utility impacts due to roadway widening along NE 145th Street.
- Questions about improvements for people walking, biking and rolling along NE 145th Street.
- Questions about Stride bus amenities and features.
- Questions about and support for cohesive transit service in partnership with King County Metro along NE 145th Street, including at 25th Avenue NE.
- Questions about whether and how King County Metro service will change once Stride S3 Line service begins.
- Support for connections to the future Shoreline South/NE 148th light rail station.
- Questions about lane configuration, sidewalk improvements and traffic impacts at NE 145th Street intersections, including at 30th Avenue NE.
- Questions about plans for transit service west of I-5.

"Can you provide some information about what Stride buses will look like? What kind of features riders can expect?"

"Which KC Metro routes will continue to serve the stop at 145th & 25th NE? Will those routes provide service to the new light rail station?"

5.3.2.2 Lake Forest Park

47 community members attended the Lake Forest Park online public meeting. Comments about

Lake Forest Park included:

- Support for easy transfers between Stride S3 Line and other transit services, including King County Metro.
- Support for improved station access for people walking, biking and rolling.
- Questions and interest in the Lake Forest Park Town Center Park-and-Ride, including parking and transit-oriented development.
- Questions about property impacts and the property acquisition process and timeline.
- Questions about plans for retaining walls and noise mitigation along SR 522.
- Questions about how the project team is considering safety in design.
- Questions about the decision to shift widening in Lake Forest Park to the west and how this may impact properties along SR 522.
- Questions about how the proposed Stride S3 station at NE 165th Street/SR 522 may impact the surrounding neighborhood.

"I would like to better understand the plans for parking and rider comforts at the facility in Lake Forest Park."

"For the proposed BRT route, there seems to be a large widening of the road planned. There are some very hilly hills with homes on those hills. What are the engineering and precautions being taken to ensure this is done safely without disturbing all the homeowners along that route?"

5.3.2.3 Kenmore

35 community members attended the Kenmore online public meeting. Comments about Kenmore included:

- Questions about improvements for people walking to stations.
- Questions about transfers and connections with King County Metro service.
- Interest in how Sound Transit is projecting and planning for recent and future changes to ridership, including increased ridership during peak hours.
- Questions about expected travel times from Kenmore to downtown Seattle and the future Shoreline South/NE 148th Link light rail station.
- Questions about property impacts and the property acquisition process.
- Questions about what informed the design and station locations.

"How does the anticipated ridership capacity for ST3 compare to current ridership capacity along 522?"

"[Explain the] reasons why BRT stop locations were chosen."

5.3.2.4 Bothell/Woodinville

39 community members attended the Bothell/Woodinville online public meeting. Comments about Bothell/Woodinville included:

- Support for regular, fast connections for Bothell and Woodinville to Downtown Seattle and destinations on the eastside, including Redmond and Bellevue.
- Concerns that transferring between buses and light rail might be difficult or add time to rides.
- Questions about and support for improved station access for people walking, biking and rolling, including bicycle storage.
- Support for connections to and from University of Washington Bothell and Cascadia College campuses.
- Questions about why the Stride S3 Line will travel through downtown Bothell.
- Questions about the Bothell Park-and-Ride, including transit-oriented development and environmental impacts.
- Questions about plans for and future changes to King County Metro and Community Transit service.
- Support for connections from Stride stations to the Sammamish River Trail.
- Questions about property impacts and the timeline for the property acquisition process.

"What will future service from UW Bothell to UW Seattle look like?"

"What will the transfer point between S3 and the I-405 line be like?"

"[What will] options for connecting to Woodinville [be]?"

APPENDIX A

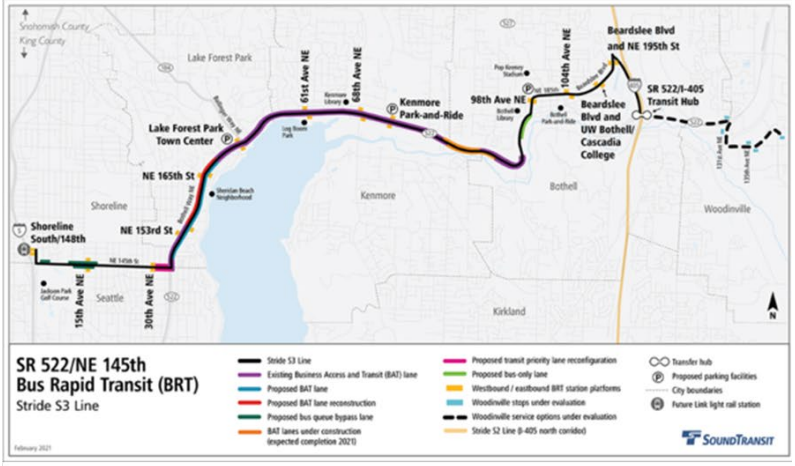
Email updates

The following email was sent to the Sound Transit project email subscription list on Feb. 17, 2021 to announce the online open house and encourage subscribers to sign up for the online public meetings.

SOUNDTRANSIT

SR 522/NE 145th
Bus Rapid Transit

Project update



See your city's latest project design and join us for online public meetings

We want to hear from you! Visit our online open house now through March 11 at sr522brt.participate.online to see design updates, learn about the project timeline and sign up for the online public meeting in your city. The online open house is available in English, Spanish, and Simplified Chinese.

Learn More

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

Reach out

More project info: soundtransit.org/sr522brt
Get in touch: brt@soundtransit.org or 206-553-3412

The following email was sent to the Sound Transit project email subscription list on Feb. 25 to remind subscribers to visit the online open house and sign up for online public meetings.

SOUNDTRANSIT

SR 522/NE 145th
Bus Rapid Transit

Project update

Concept image of the future Stride S3 Line station in Bothell at NE 185th Street and 104th Avenue NE, eastbound platform.

Reminder to visit our online open house and sign up for online public meetings!

It's not too late to visit our online open house! Explore our preliminary design in our interactive map and detailed roll plots, sign up for the online public meeting in your city in early March and learn what's next for the project. The online open house is open through March 11 and is available in English, Spanish and Simplified Chinese.

Share your thoughts

A current Sound Transit Express bus carries riders along SR 522 west from Bothell.

Thank you for participating in our online open house last summer

Thank you to those who visited our online open house and shared your feedback between July 17 and Aug. 23. Over **2,905 people visited our English, Spanish and Simplified Chinese sites.** See PDF copies of the online open house (4 MB) on the project website and check out our high -level (380 kB) or detailed summary (24 MB) for key takeaways from what we heard from you.

Get the summary

See what's new on our project website

We've posted some new materials on our project website to share our latest design and community engagement goals for the coming months. Check out our updated project map (2 MB) and read our Community Engagement Guide (4 MB) to understand how you can get involved in the project, today and into the future.

See what's new

Share your thoughts on Shoreline's Transportation Master Plan

The City of Shoreline wants to hear your ideas about how to improve its transportation network. Visit the City's website to learn more and complete the City's short survey about your current and future travel needs and priorities.

Learn more on the City's website

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

Reach out

More project info: soundtransit.org/sr522brt
Get in touch: brt@soundtransit.org or 206-553-3412

The following email was sent to the Sound Transit project email subscription list on March 8 to remind subscribers that it was the final week to visit the online open house.

SOUNDTRANSIT

Final week to visit the online open house

You can still visit our online open house through this **Thursday, March 11**! Thank you to all those who have already visited the website and joined our online public meetings for Kenmore and Seattle/Shoreline. It's not too late to sign up for our Lake Forest Park and Bothell/Woodinville online public meetings. The online open house is available in English, Spanish and Simplified Chinese.

- **Sign up for Lake Forest Park and Bothell/Woodinville online public meetings:** The project team is hosting online public meetings for each city along the project corridor. We hosted our meetings for Kenmore and Seattle/Shoreline last week, and we will be hosting meetings for Lake Forest Park and Bothell/Woodinville this week. We hope you will attend to learn about the design in your neighborhood, ask questions and share your thoughts. The online public meetings will have Spanish and Mandarin spoken interpretation, ASL interpretation and English closed captioning. To sign up, visit sr522brt.participate.online.
- **The dates for the remaining online public meetings are (7-8 p.m. PT):**
  - Lake Forest Park: Tuesday, March 9
  - Bothell/Woodinville: Wednesday, March 10
- **Missed the meeting? You can view our recorded presentation online!** Our pre-recorded presentation for our online public meetings is available at our online open house and the Sound Transit YouTube channel.
- **See design updates in your city:** View our interactive map and download detailed roll plots to explore our proposed preliminary design.
- **What's next for the project:** Learn what you can expect as the project moves forward.
- **Share your thoughts:** Take our quick online survey to let us know how we can improve our future community outreach.
- **COVID-19 impacts to Sound Transit projects:** Revenue reductions caused by the COVID-19 recession combined with rising cost estimates will affect plans and timelines for Sound Transit expansion projects. Learn more about Realignment.

See design updates

More project info: soundtransit.org/sr522brt
Get in touch: brt@soundtransit.org or 206-553-3412

APPENDIX B

Press release and communications toolkit

Sound Transit issued a press release on Feb. 17, 2021 announcing the online open house.

SR 522/NE 145th Bus Rapid Transit

Online open house for SR 522/NE 145th Stride Bus Rapid Transit project now available

Website provides opportunity to register for upcoming online public meetings

February 17, 2021

Sound Transit is hosting an online open house where members of the public can learn more about the SR 522/NE 145th Stride 3 Bus Rapid Transit (BRT) project and explore transit and road improvements via an interactive map of the latest designs and share their thoughts on the project.

The online open house will be available through March 11 at **https://sr522brt.participate.online**. The open house is currently available in English, Spanish and Simplified Chinese versions.

Visitors to the site can also register for upcoming online public meetings. All of the meetings will be held 7-8 pm PT. The dates for the online public meetings are:

- Kenmore: Tuesday, March 2
- Seattle/Shoreline (NE 145th): Thursday, March 4
- Lake Forest Park: Tuesday, March 9
- Bothell/Woodinville: Wednesday, March 10

Sound Transit's upcoming Bus Rapid Transit (BRT) program, will provide fast, frequent and reliable high-capacity transit service. Similar to light rail service, BRT is designed for fast arrivals and departures, including off-board fare payment and multiple-door entry and exit. New bus lanes and transit priority improvements help riders avoid traffic and travel faster.

The Stride S3 Line will serve growing north Lake Washington communities and connect them to the regional transit system. Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride BRT S2 Line, Link light rail at the Shoreline South/148th Station, and other transit service provided by Community Transit, King County Metro and Sound Transit. The project includes additional parking at Lake Forest Park, Kenmore and Bothell.

The following communications toolkit was sent to the Interagency Group members mid-July 2020 to publicize the online open house to their communities.

February – March 2021

Communications toolkit – overview

Project overview

- The Stride S3 Line, or the SR 522/NE 145th Bus Rapid Transit (BRT) service, will connect north Lake Washington communities to the regional transit system with fast, frequent and reliable transit service.
- Riders will be able to transfer between the Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Community Transit, King County Metro and Sound Transit.
- The Stride S3 project is the result of a grassroots coalition that advocated for better transit for north Lake Washington communities.

Online public meetings and online open house now through March 11

- Sound Transit is hosting an online open house at **sr522brt.participate.online** through March 11, 2021.Your community can visit this website to see design updates, sign up for online public meetings and share their input to inform future community outreach.
- The online open house is available in English, Spanish and Simplified Chinese. If your language is not available, please contact: 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org for alternative formats.
- Sound Transit is also hosting online public meetings for each city along the project corridor. The team hopes your community will attend to learn about the design in their neighborhood, ask questions and share their thoughts. The dates for the online public meetings are (all 7-8 p.m. PT):
  - Kenmore: Tuesday, March 2
  - Seattle/Shoreline (NE 145th): Thursday, March 4
  - Lake Forest Park: Tuesday, March 9
  - Bothell/Woodinville: Wednesday, March 10
- The meetings will have Spanish and Mandarin spoken interpretation, ASL interpretation and English closed captioning. To sign up, visit sr522brt.participate.online. The recorded presentation from the meetings will also be available on the online open house.

Sharing the online open house with your community

- We appreciate the space you hold for us to connect with you and your community and share project updates. Your community's input and perspectives are critical to Sound Transit and the Stride S3 Line project.
- Please see the following page for sample messaging you can share with your community to let them know about the online open house.
- In our email to you, we attached social media graphics that you are welcome to share with your community.

Contact us

- We welcome your questions and feedback, and we appreciate the opportunity and learn about your community's values and needs. Reach out to us anytime at: **206-553-3412, brt@soundtransit.org**

Communications toolkit – shareable messaging

Shareable graphics: Please see the email we sent you for shareable social media graphics.

Twitter, Instagram and Facebook caption:

Fast, frequent bus service is coming to north Lake Washington! @SoundTransit is designing the #StrideBRT S3 Line along SR 522 and NE 145th. Sign up for online public meetings and see design updates in your city now through March 11 at sr522brt.participate.online.

Newsletter blurb:

Stride Bus Rapid Transit is coming to north Lake Washington

- Sound Transit's Stride Bus Rapid Transit (BRT) program will provide fast, frequent and reliable high-capacity transit service. The Stride S3 Line, or SR 522/NE 145th BRT, will connect north Lake Washington communities to the regional transit system. Riders will be able to transfer between the Stride S3 Line, I-405 North Stride S2 Line, Link light rail and other transit service provided by Community Transit, King County Metro and Sound Transit.

Visit the online open house Feb. 16 – March 11 and sign up for online public meetings

- Explore the updated design for the Stride S3 Line and learn what's next for the project at Sound Transit's online open house through March 11 at sr522brt.participate.online. (参考简体中文网: sr522brt-zh.participate.online | Ver este sitio en español: sr522brt-esp.participate.online)
- Sound Transit is also hosting online public meetings for each city along the project corridor. The online public meeting for our city is [enter day of the week], March [enter date], 7–8 p.m. Join the project team to learn about the design in your neighborhood, ask questions and share your thoughts. To sign up, visit sr522brt.participate.online. The meetings will have Spanish and Mandarin spoken interpretation, ASL interpretation and English closed captioning, and the recorded presentation from the meetings will also be available on the online open house.

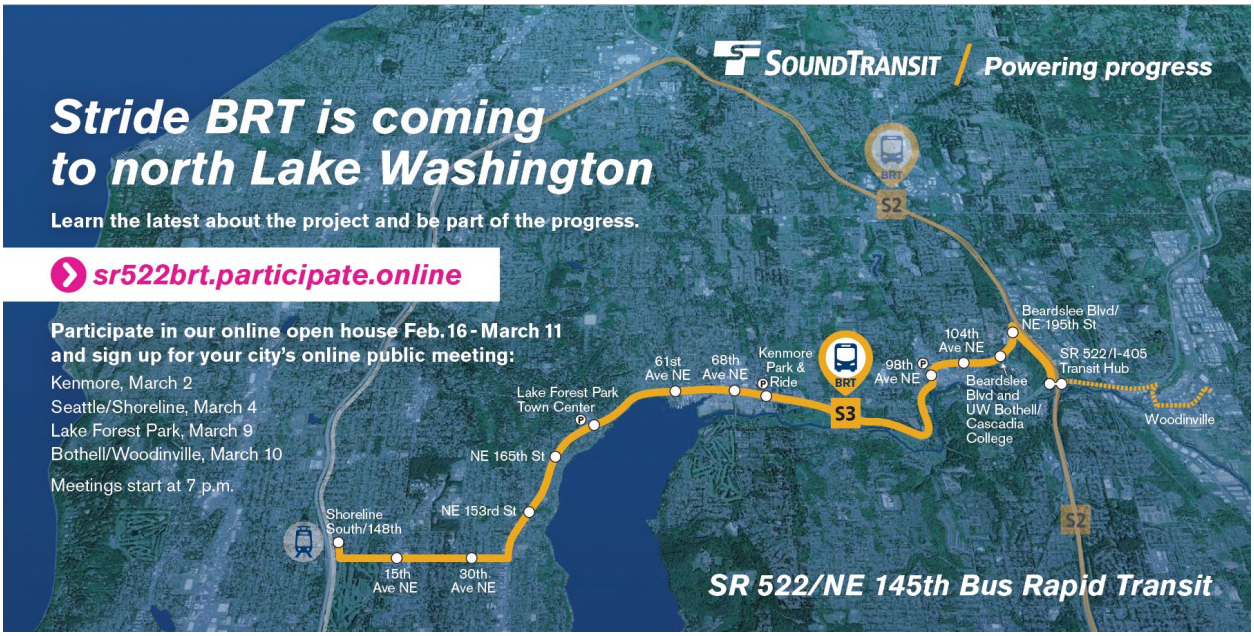
What's next for the project?

- After completing environmental review process later this spring, the project team will ask the Sound Transit Board to identify the project to be built, which may enable the project to advance into the design and construction phases. The project schedule is subject to change due to impacts from the recession caused by COVID-19 and the ongoing Sound Transit Board Realignment process.

APPENDIX C

Postcard

The images below show the front and back of the postcard mailed to residents within a quarter a mile of the project corridor in Shoreline, North Seattle, Lake Forest Park, Kenmore, Bothell and Woodinville. 21,092 postcards were mailed mid-February 2021.



sr522brt.participate.online

Español: *sr522brt-esp.participate.online*

中文: *sr522brt-zh.participate.online*

Bus Rapid Transit is coming to the SR 522/NE 145th corridors

The Stride S3 Line will connect north Lake Washington cities to the future Shoreline South/148th Link station, where passengers can transfer to light rail lines serving Lynnwood, Redmond and Federal Way, as well as multiple Metro routes. Stride S3 will also connect to Stride S2, serving the I-405 corridor from Lynnwood to Bellevue.

Visit our online open house by March 11, and sign up for your city's online public meeting to see our updated project design and learn what to expect in the coming months.

Questions?

Contact Community Outreach Specialist Ivonne Rivera Martinez at ivonne.riveramartinez@soundtransit.org or 206-553-3412.

Revenue reductions caused by the COVID-19 recession combined with rising cost estimates will affect plans and timelines for Sound Transit expansion projects. Learn more at soundtransit.org/realignment

To request information in alternative formats, call 800-201-4900 / TTY: 711 or email accessibility@soundtransit.org.

Interpreter 800-823-9230
Español Tagalog русский язык 漢語 한국어 日本語 Tiếng Việt

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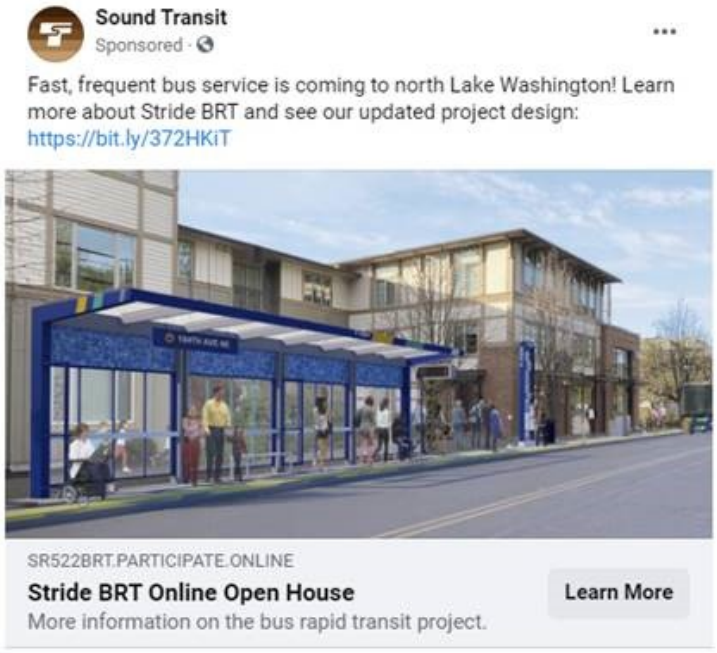
APPENDIX D

Online advertisements

Facebook ad:
The image below is a screenshot of the Facebook ad Sound Transit ran, Feb. 19–25 and March 5–11, that linked to the online open house.



Online ads in local publications:
The images below are examples of the online advertisements (in English, Spanish and Simplified Chinese) placed in local publications to raise awareness about the project's design updates and link people to the online open house. Note that colors of ads copied below may appear different than the versions published during the online open house—all actual ad colors were consistent.

English ad samples:

Online 300x250

Online 300x600

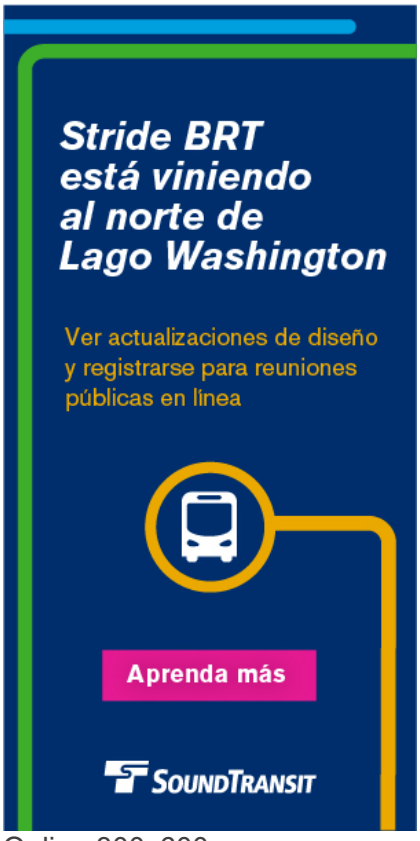
Online 320x50

Online 970x250

Simplified Chinese ad sample:

Online 300x250

Spanish ad samples:



Online 300x600

Online 300x250

Online 320x50

Online 728x90

Online 970x90

Ads in publications:

La Raza del Noroeste

In addition to the digital ads, *La Raza* published the Sound Transit press release about the online open house and online public meetings.

MENU

La Raza del Noroeste

Online open house for SR 522/NE 145th Stride Bus Rapid Transit project now available

Fri Feb 19th, 2021 8:30am · NOTICIAS

Sound Transit is hosting an online open house where members of the public can learn more about the SR 522/NE 145th Stride 3 Bus Rapid Transit (BRT) project and explore transit and road improvements via an interactive map of the latest designs and share their thoughts on the project.

The online open house will be available through March 11 at https://sr522brt.participate.online/. The open house is currently available in English, Spanish and Simplified Chinese versions.

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- Lake Forest Park: Tuesday, March 9
- Bothell/Woodinville: Wednesday, March 10

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The Stride S3 Line will serve growing north Lake Washington communities and connect them to the regional transit system. Riders will be able to transfer between the SR 522/NE 145th Stride S3 Line, I-405 North Stride BRT S2 Line, Link light rail at the Shoreline South/148th Station, and other transit service provided by Community Transit, King County Metro and Sound Transit. The project includes additional parking at Lake Forest Park, Kenmore and Bothell.

CONTACT: John Gallagher, (206) 689-4980 or john.gallagher@soundtransit.org

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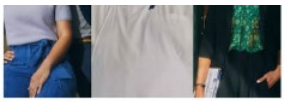
Fondos de emergencia y nueva tecnología ayudan a El Centro de la Raza a llegar a las familias afectadas por COVID

La crisis de COVID-19 puso a muchas familias y estudiantes en el…

3 weeks ago by

ESTELA ORTEGA, EXECUTIVE DIRECTOR OF EL CENTRO DE LA RAZA



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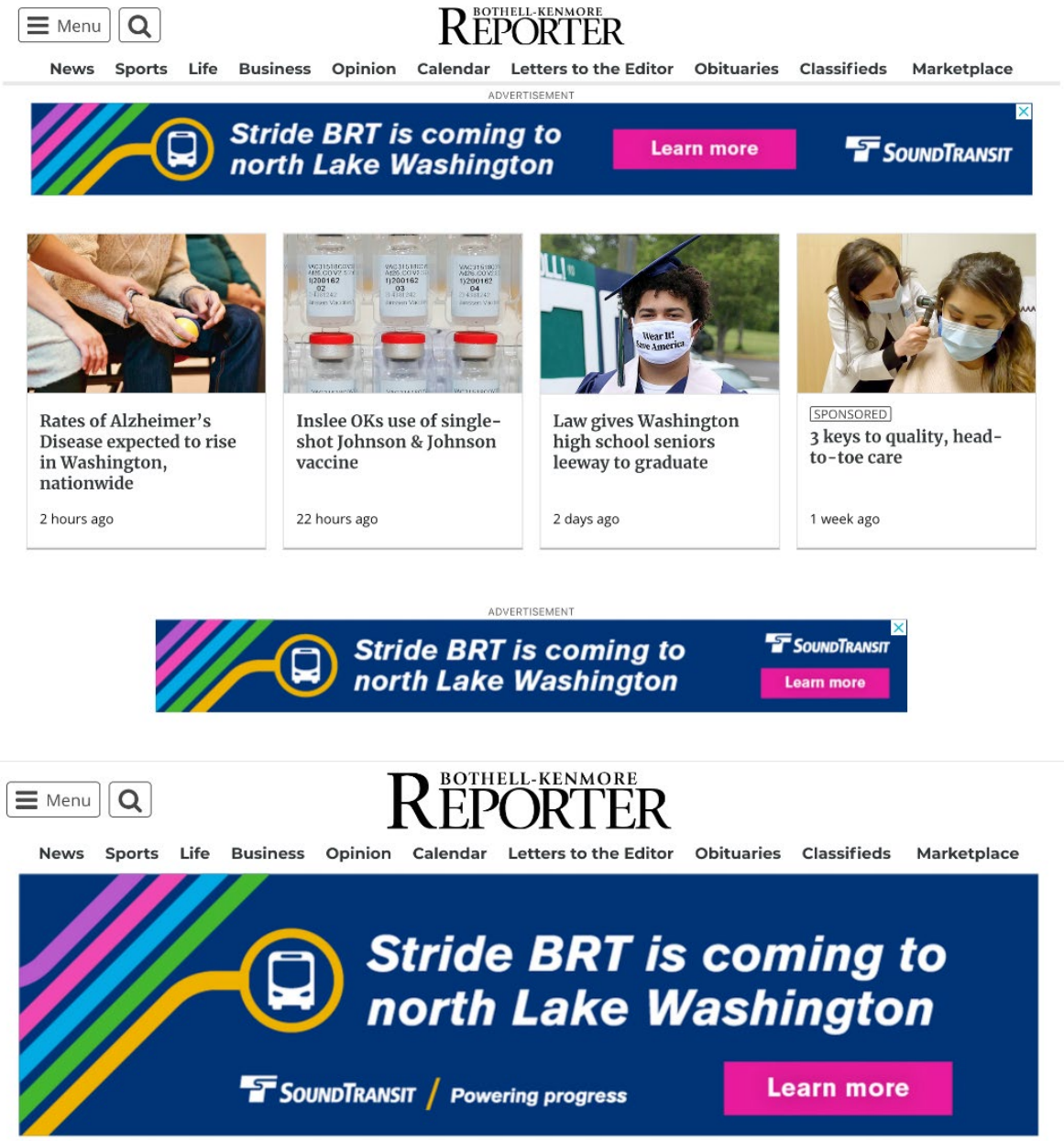
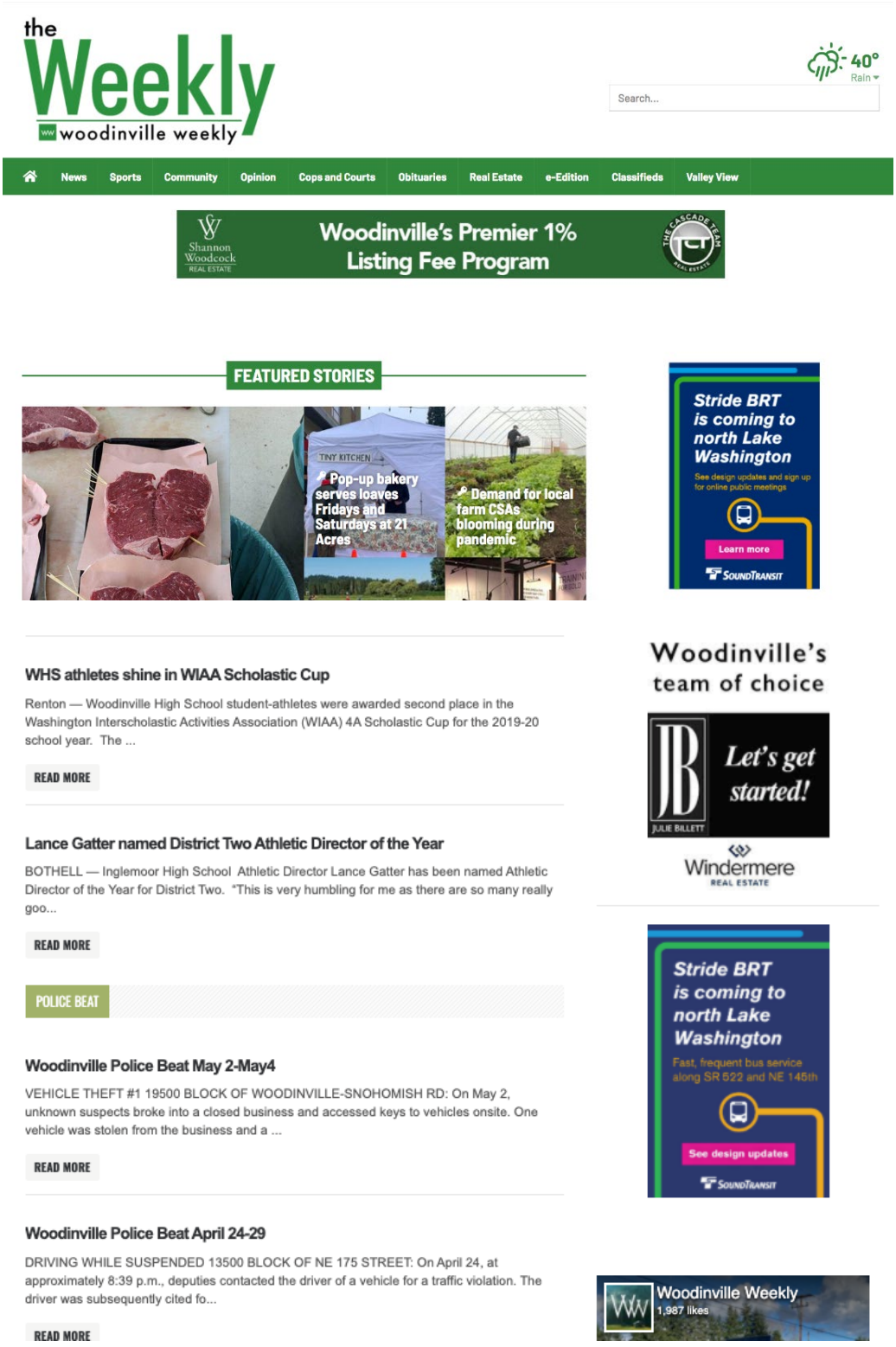


***Woodinville Weekly*:**



APPENDIX E

Social media posts

Sound Transit Facebook events
Sound Transit created four Facebook events connected to its Facebook page, publicizing the four online public meetings and linking to the online open house. The Facebook events garnered a total of 18 “going” and “interested” RSVPs. The Facebook events for each of the online public meetings are linked below:

- Kenmore
- Seattle/Shoreline
- Lake Forest Park
- Bothell/Woodinville

City of Kenmore Facebook post
The City of Kenmore posted a reminder on Facebook on March 5, encouraging residents to visit the online open house and share their feedback via the online survey.

APPENDIX F

Media coverage

The Urbanist

The following pages show screenshots of an article about the online open house published online in The Urbanist on March 11, 2021 at theurbanist.org/2021/03/11/advocates-press-for-station-access-upgrades-for-sr-522-bus-rapid-transit/.

The Urbanist
Examining urban policy to improve cities and quality of life.

MAGAZINE SECTIONS EVENTS NEWSLETTERS ABOUT SUPPORT US CO

Cycling Transit Transportation Walking

Advocates Press for Station Access Upgrades for SR-522 Bus Rapid Transit

By Stephen Fesler - March 11, 2021 0

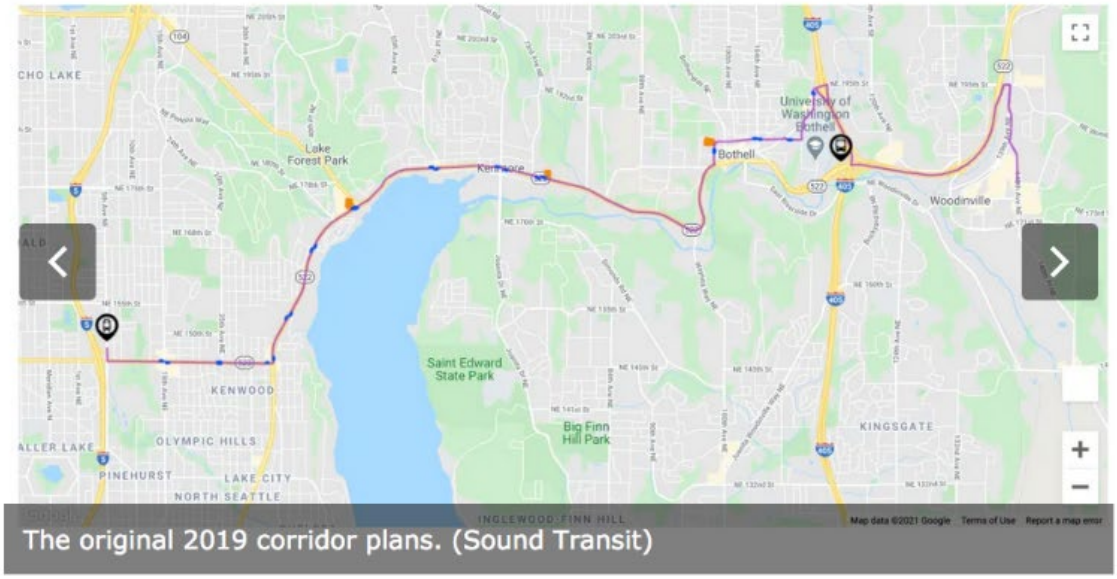
Share

The Stride bus rapid transit line slinking its ways from Shoreline to Bothell along NE 145th St and SR-522 has gotten its latest design update. Dubbed the S3 Line in Sound Transit's naming system, the project has reached the 30% design milestone. Last month, Sound Transit shared revised plans through an online open house of the corridor that are fairly similar to the 10% design details from last year. Today is the last day of the online open house period.

Long stretches of SR-522 already have bus-only and business access and transit lanes, particularly between NE 145th St and the eastern edge of Kenmore. Much of the S3 Line project, however, centers on adding new bus priority facilities (i.e., lanes and signals) in the roadway and constructing stations, though new parking facilities and pedestrian access are planned as well. A total of 12 stations will dot the corridor between the new Shoreline South/145th Station and the planned I-405/SR-522 transit hub.

In the fall, Sound Transit made significant changes to the S3 Line design. Among these were fewer stations stop, a new alignment through Bothell, and eliminating the tail to Woodinville in favor of a separate less frequent bus service. There were also a series of right-of-way refinements, which was a mix of good and bad for riders.

Project design updates



The original 2019 corridor plans. (Sound Transit)

The latest design update goes much deeper than before with detailed block-by-block roll maps showing planned improvements overlaid on scaled aerials. This level of detail allows for a more precise understanding of what the improvements might look like and how they would function. Those details, however, do not show the preliminary design for the two terminal stations at either end of the S3 Line.

Station locations in Kenmore on SR-522 at 68th Ave NE. Stations are noted in blue. (Sound Transit)

Zooming into key locations on the roll maps, the improvements planned are mixed:

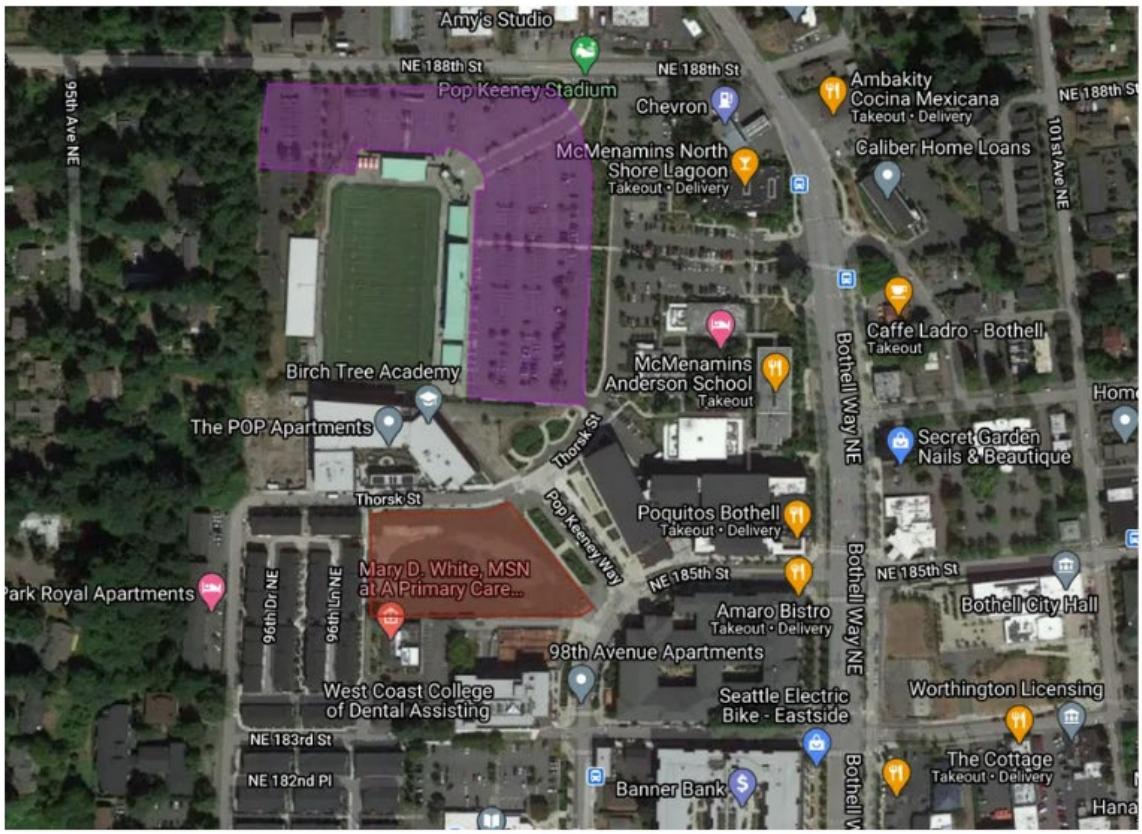
- In central Kenmore, the stations planned at 68th Ave NE will be the only improvements. The existing stops at this location are decent but mechanical equipment, sidewalk widths, and interaction with Burke-Gilman Trail is are awkward at best.
- Likewise the Kenmore stations planned by the park-and-ride come with minimal improvements, but sidewalks may get some attention, particularly near the Burke-Gilman Trail. A new parking structure will also be located closely to the westbound station.
- In Lake Forest Park, the stations near Ballinger Way NE come with some sidewalk improvements near the town center and planned parking garage as well as further west on SR-522.
- In Seattle and Shoreline, sidewalk and intersection improvements on NE 145th St are planned along with the new stations at SR-522 and 30th Ave NE.
- In Bothell near the Yakima Fruit Stand, Sound Transit has pulled back some controversial changes and is focused on sidewalk and planter strip improvements on SR-522 on approach to Downtown Bothell.
- And in Downtown Bothell on the west end, the agency is mostly focused on building the new stations and parking garage.

Station access upgrades still needed

Michael Bjork, a transportation engineer and transit advocate, told *The Urbanist* that he is reaching out to Sound Transit to express concerns about some project priorities.

"People will be accessing this transit line primarily by walking and biking given the low numbers of parking spaces versus anticipated ridership," Bjork wrote. "As proposed, a significant amount of money and resources will be spent to add transit access-via-parking at station sites despite a majority of transit users accessing Stride by non-motorized means."

Bjork's chief concerns are that some chosen locations are orphaned from sidewalks, making them treacherous for riders to reach, and the over-emphasis on parking. He has suggested that each station have at least one block of sidewalks in each direction, squaring up intersections, and reducing crossing distances where feasible. Another strategy he mentioned is using roundabouts at more intersections.

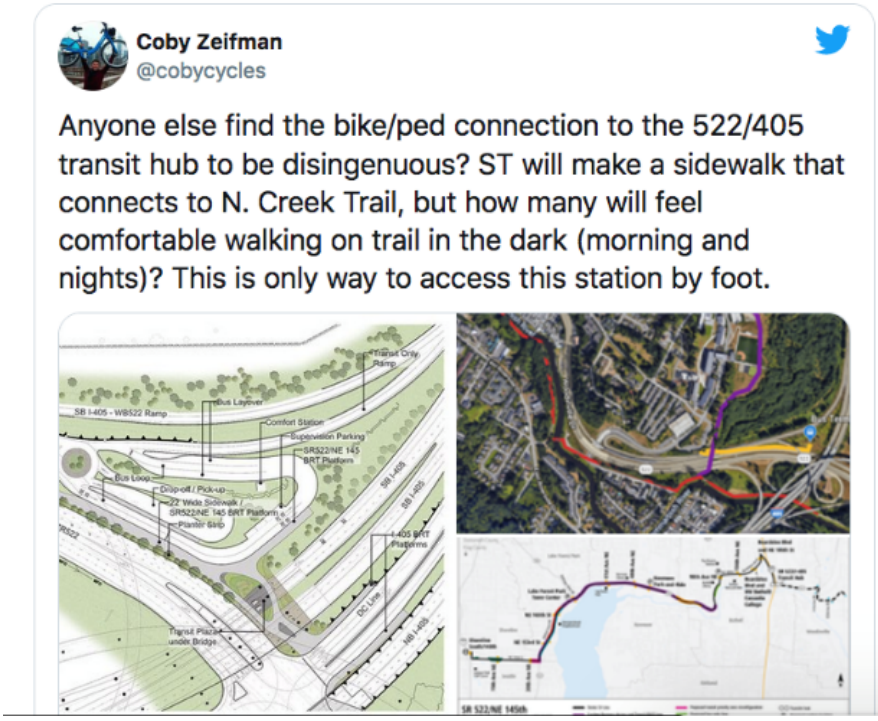


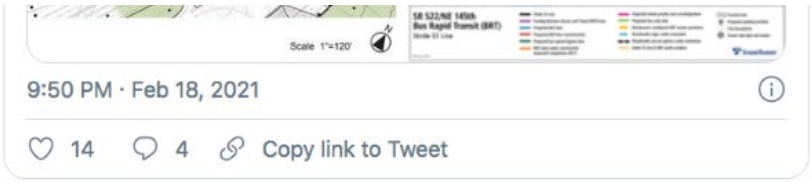
The area in red is the site that Sound Transit wants to put a parking garage on. The area in purple is existing parking for Pop Keeney Stadium. (Google Maps)

As for parking, Sound Transit plans to locate a parking structure right on a prime corner lot off of NE 185th St. Blocks surrounding that street have had major mixed-use, apartment, and townhouse projects spring in a matter of years. The McMenamins conversion of the old elementary school has also been a major for change. Together, this has completely changed the character of Downtown Bothell as a more 24-hour neighborhood that people live in.

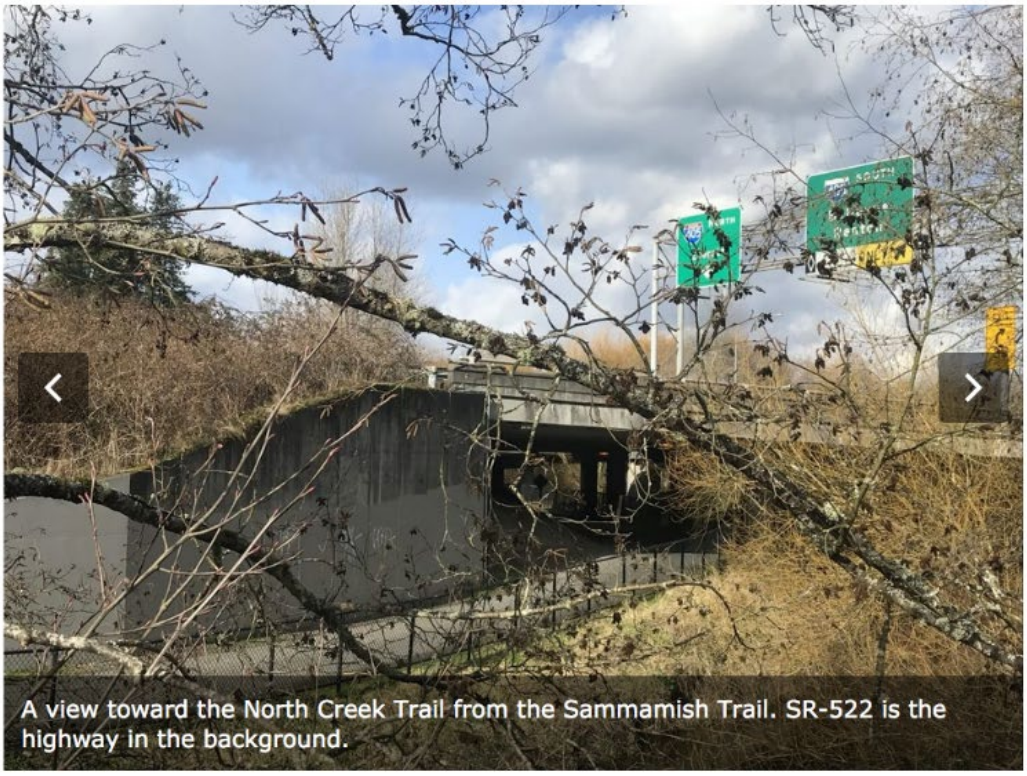
Use of the corner lot may not be an ideal location. Bjork suggested that the community, Sound Transit, and the school district working together to consolidate a parking structure on the Pop Keeney Stadium lot may be a better way to maximize dual use between commuters, eventgoers, and patrons of local retail. It also would allow the lot closer to the S3 Line to better serve a transit-oriented development function.

Bothell City Councilmember Mason Thompson did not say where parking should go, but he did outline a parking policy principle of his. "I'm not going to comment on any ongoing conversations between the City of Bothell and any other organization. I will say that it is always my personal preference to put parking where we can't house people and services and use land where we can house people and services to do so," he told *The Urbanist*. "Especially when that land is on a future bus rapid transit line, a regional cycling trail, and within walking distance of most needed services."





Coby Zeifman, a bike and transit advocate from Bothell, pointed out last month that a trail connection from the planned I-405/SR-522 transit hub could be problematic. The trail would have to weave its way through the milieu of interchange ramps and cross North Creek to link up with the North Creek and Sammamish Trails.



Zeifman is right that this could be a challenge, as Sound Transit will want to narrowly impact the critical environments surrounding the creek. The North Creek Trail for its part is already an uncomfortable space in the dark since it is heavily forested with no lights. As the agency designs this connection, adding lighting to the trail and having a wide connection could greatly improve comfort for people walking, biking, and rolling and increase the chance that nearby residents and University of Washington-Bothell/Cascadia College student use it. In addition, a trail connection to the east toward Woodinville certainly would be welcome in reaching more people who live and work in the North Creek area.

Sound Transit would also be wise to improve the road trail segment on Woodinville Drive, which intersect at-grade with SR-522. The segment is somewhat uncomfortable for people walking, biking, and rolling given that there is minimal protection from car traffic and an awkward street crossing to continue on the Sammamish Trail.

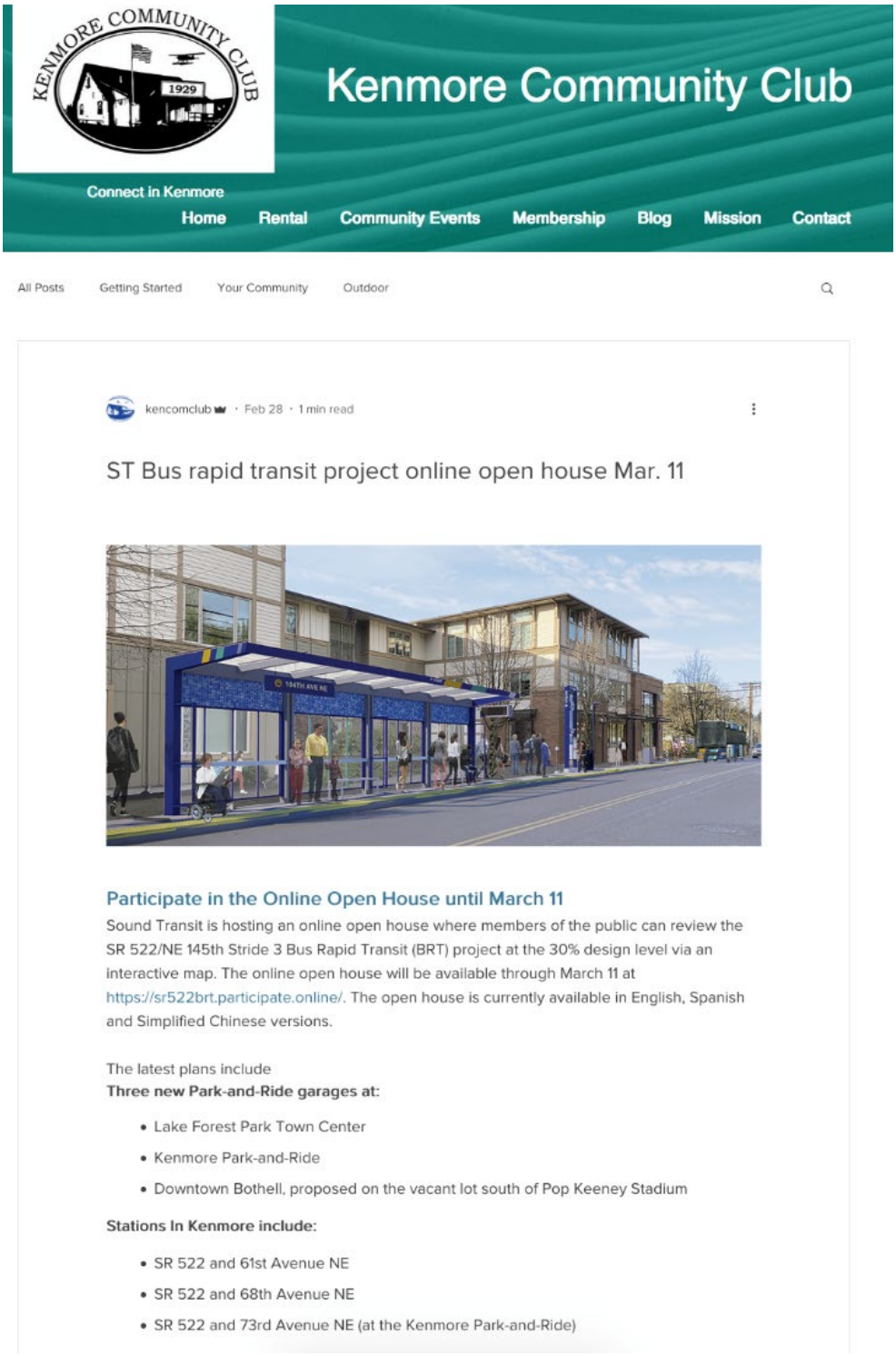
Next steps

The next step in the process is environmental review. The project is subject to the State Environmental Policy Act, which requires the agency to prepare an environmental checklist and issue a threshold determination of how the project might impact the environment. That process will allow the public to weigh in with comments and may result in additional mitigation measures for the project.

For now, Sound Transit has an online open house where an interactive map of designed improvements and the roll maps can been reviewed. While the online open house is not formally taking feedback on the design, comments can still be emailed to the agency.

Updates: This article was updated to include comment from Mason Thompson, a Bothell City Councilmember.

Kenmore Community Club blog post
Kenmore Community Club published a blog post on Feb. 28, 2021 at kenmorecommunity.club/post/st-bus-rapid-transit-project-online-open-house-mar-11, publicizing the online open house.



Kenmore Community Club

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All Posts Getting Started Your Community Outdoor

kencomclub · Feb 28 · 1 min read

ST Bus rapid transit project online open house Mar. 11

Participate in the Online Open House until March 11

Sound Transit is hosting an online open house where members of the public can review the SR 522/NE 145th Stride 3 Bus Rapid Transit (BRT) project at the 30% design level via an interactive map. The online open house will be available through March 11 at https://sr522brt.participate.online/. The open house is currently available in English, Spanish and Simplified Chinese versions.

The latest plans include
Three new Park-and-Ride garages at:

- Lake Forest Park Town Center
- Kenmore Park-and-Ride
- Downtown Bothell, proposed on the vacant lot south of Pop Keeney Stadium

Stations In Kenmore include:

- SR 522 and 61st Avenue NE
- SR 522 and 68th Avenue NE
- SR 522 and 73rd Avenue NE (at the Kenmore Park-and-Ride)

Shoreline Area News
The following pages show screenshots of an article about the online open house published online in *Shoreline Area News* on March 7, 2021 at https://www.shorelineareanews.com/2021/03/sign-up-for-sound-transits-brt-meeting.html.

The Sound Transit project team wrote and submitted this article to the publication to share project updates about Lake Forest Park and Seattle/Shoreline with the Shoreline Area News readership and to solicit their input through the online open house and online public meetings.

Shoreline Area NEWS

News, events and information about Shoreline and Lake Forest Park.

Home | Entertainment | Business | Politics | Arts | Police | Fire | Sports | Schools | Weather

ABOUT SHORELINE AREA NEWS

We are Shoreline and Lake Forest Park residents who strive to provide you with news and information about the area in which we live and work. We cover Shoreline, Lake Forest Park, and some events and destinations in surrounding areas.

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Editorial: Comments on political articles

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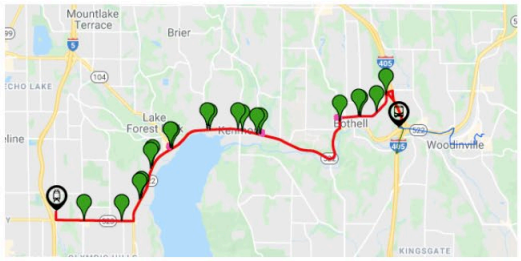
development
drugs

Sign up for Sound Transit's BRT meeting for Lake Forest Park residents

TUESDAY, MARCH 9, 2021



interactive map

Sign up for Lake Forest Park online public meetings about the Bus Rapid Transit along SR 522

The project team is hosting online public meetings for each city along the project corridor. We hosted our meetings for Kenmore and Seattle/Shoreline last week, and we will be hosting meetings for Lake Forest Park and Bothell/Woodinville this week.

We hope you will attend to learn about the design in your neighborhood, ask questions and share your thoughts.

The online public meetings will have Spanish and Mandarin spoken interpretation, ASL interpretation and English closed captioning.

To sign up, visit sr522brt.participate.online

The dates for the remaining online public meetings are (7-8pm PT):

- Lake Forest Park: Tuesday, March 9
- Bothell/Woodinville: Wednesday, March 10

Missed the meeting? You can view our recorded presentation online! Our pre-recorded presentation for our online public meetings is available at our online open house and the Sound Transit YouTube channel.

See design updates in your city: View our interactive map and download detailed roll plots to explore our proposed preliminary design.

What's next for the project: Learn what you can expect as the project moves forward.

Share your thoughts: Take our quick online survey to let us know how we can improve our future community outreach.

COVID-19 impacts to Sound Transit projects: Revenue reductions caused by the COVID-19 recession combined with rising cost estimates will affect plans and timelines for Sound Transit expansion projects.

- Learn more about Realignment.
- See design updates

TOP STORIES

Lynnwood woman carjacked at Aurora Village

ICHS begins administering Johnson and Johnson COVID-19 vaccine

Many appointments still available at Saturday's vaccine clinic at the Y for any eligible person

DATE CHANGE: Pop-up vaccine clinic at the Dale Turner Y this Saturday

WA Department of Health: Good news and bad news

SHORELINE WEATHER

Carl's Shoreline Weather Station

OPINIONS

Letters to the Editor

Editorials

Op-Ed Pieces

THINGS TO DO

Crest Theater

Highland Ice Arena

Lake Forest Park Farmers Market

Shoreline Farmers Market

Shoreline Recreation

Spin Alley Bowling Lanes

Third Place Commons

ORGANIZATIONS

American Legion

Arts Council

Chamber of Commerce

Dale Turner YMCA

Music 4 Life

Rotary - LFP

APPENDIX G

Online open house

The following pages show the webpages of the online open house in English, Simplified Chinese and Spanish that ran from Feb. 12 through March 11, 2021.

How will COVID-19 impact this project?

Revenue reductions caused by the COVID-19 recession combined with rising cost estimates will affect plans and timelines for Sound Transit expansion projects. Through a process called realignment, the Sound Transit Board of Directors is working to determine the degree to which plans and timelines for voter-approved projects will need to change due to lower revenue projections. Learn more.

Welcome

Stride Bus Rapid Transit is coming to north Lake Washington.

Welcome to the SR 522/NE 145th Stride S3 Line Bus Rapid Transit (BRT) Project online engagement platform!

Register for an upcoming online public meeting!

We are hosting online public meetings to showcase the proposed preliminary designs for each city along the project corridor. Please join us to learn more about the design in your neighborhood, ask questions and share your thoughts. If you can't make it, feel free to watch the recorded presentation that will be shown at the online public meetings.

Kenmore:
Thursday, March 2, 7-8 pm
Registration has closed.

Seattle/Shoreline:
Thursday, March 4, 7-8 pm
Registration has closed.

Lake Forest Park:
Tuesday, March 9, 7-8 pm
Registration has closed.

Bothell/Woodinville:
Wednesday March 10, 7-8 pm
Registration has closed.

Check out our interactive map of the project!

Explore transit and road improvements happening near you! View the interactive map of our latest designs for the S3 Line corridor or click the topics below to learn more and share your thoughts:

- Interactive map of the latest design
- Environmental review process
- What's next
- Share your thoughts!

How to use this site:

- Click the + button to see more information
- Click on hyperlinked text to open new pages or to display pop-up info boxes

Stay engaged!

Get upcoming project news and public involvement opportunities by signing up for our project email updates below.

Email Address

Email

Submit

Translation services

参考简体中文网站

Ver este sitio en español

If your language is not available, please contact: 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org for alternative formats.

Key terms we use in this site

- **Preliminary design**: Refers to the 30% design level that the project team has been working towards since mid-2019. The footprint for the project is largely determined at this level. Later this spring, the project team will complete preliminary design work and ask the Sound Transit Board to identify the project to be built, which may enable the project to advance into the design and construction phases.
- **Stride S3 Line**: We are now using "Stride S3 Line" as the new name for the SR 522/NE 145th BRT service.

Corridor map and design updates

View the updated design in your neighborhood.

Our preliminary design and engineering work is almost complete! Below, you can use our interactive map to navigate the project corridor and explore our proposed preliminary design.

How to use this map:

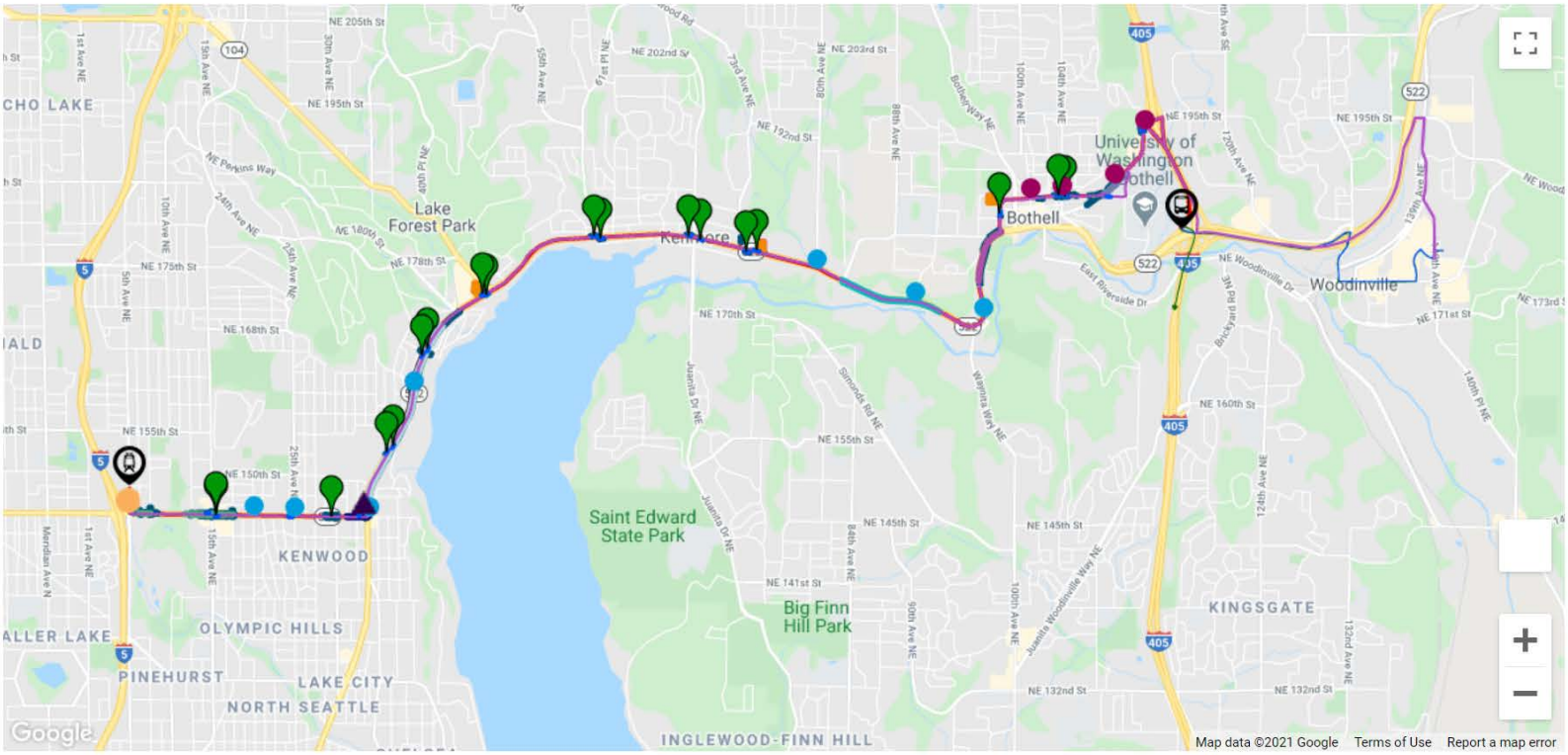
- Click and drag your mouse (or place and drag your finger) to navigate around the map.
- Check or uncheck the boxes in the legend to view different "layers" of the map, which includes elements from a past version of the design from 2019 as well as the current proposed preliminary design in 2021. You can switch between these layers or view both layers at once to see how we have updated the design between 2019 and 2021.
- Zoom in and out using the + and – symbols in the bottom-right corner. As you zoom closer to an area, you can see more detailed design elements, such as new sidewalks and Business Access and Transit (BAT) lane locations.

Click on an icon or line on the map to view more information about that design element. Icons and lines that you can click on are listed in the legend.

***Please note**: This interactive map is for illustrative purposes only. Design elements depicted on the map are approximate and are based on the preliminary design plans. This map is not used for project planning or engineering purposes. If you have questions about the interactive map, please contact the project team at brt@soundtransit.org.*

Project corridor | Seattle / Shoreline | Lake Forest Park | Kenmore | Bothell | Woodinville

Project corridor



- ☑ ***All map layers***
- ☑ ***Preliminary design (30% design, 2021)***

Corridor-wide:

- ☑ Proposed BRT route
- ☑ Proposed station platforms (served by BRT and King County Metro)
- ☑ Proposed parking garages (10% design)
- ☑ Proposed retaining wall
- ☑ Proposed sidewalks
- ☑ Bus stops still served by King County Metro

Seattle / Shoreline:

- Shoreline South / 148th Link light rail station
- ☑ Proposed bus queue bypass lane
- ☑ Proposed transit priority lane reconfiguration
- ☑ NE 145th roundabouts
- ☑ NE 145th/SR 522 intersection improvements

Lake Forest Park:

- ☑ Proposed BAT lane reconstruction
- ☑ Proposed BAT lanes
- ☑ Proposed medians

Bothell:

- SR 522 / I-405 Transit Hub
- ☑ BAT lanes under construction (expected completion 2021)
- ☑ Proposed bus-only lane
- ☑ Proposed sidewalks jointly funded by ST and UW Bothell
- ☑ Bus stops still served by Community Transit

Woodinville:

- ☑ Proposed ST Express route during off-peak hours (Woodinville to Transit Hub)
- ☑ Proposed ST Express route during peak hours (Woodinville, Transit Hub, and Bellevue Transit Center)

- ☑ ***Past design (10% design, 2019)***
- ☑ Proposed parking garages (<10% design)
- ☑ Proposed BRT route
- ☑ Proposed station platforms

Example illustration of the BRT station design in Shoreline/Seattle at NE 145th Street and 15th Avenue NE

Example illustration of the BRT station design at the Lake Forest Park Town Center at SR 522 and Ballinger Way NE

Example illustration of the BRT station design in Kenmore at SR 522 and 61st Avenue NE

Example illustration of the BRT station design in Bothell at NE 185th Street and 104th Avenue NE

How has the design changed since the initial design work began in 2019?

Since we first began working towards preliminary design in 2019, we have made a number of changes to reflect the feedback we received from community members, elected officials, city staff, transit agency partners and other stakeholders. We have also made changes to reflect a greater understanding of the design challenges and opportunities. See below for a summary of how we've updated the design.

Proposed updates to station locations:

We assessed station locations based on ridership potential, use by our transit partners, non-motorized access and community input. We propose that the project:

- Does not include a Stride BRT station at 80th Avenue NE in Kenmore; it would continue to be served by King County Metro (KCM).
- Includes Stride BRT stations at 61st Avenue NE in Kenmore and NE 165th Street in Lake Forest Park.
- Moves the Stride BRT station in Seattle/Shoreline planned for the intersection of NE 145th Street and SR 522, west to 30th Avenue NE on NE 145th Street to improve pedestrian access and safety.
- Does not include the Stride BRT station at 25th Avenue NE in Shoreline/Seattle. The stop will continue to be served by KCM, providing frequent service to the future light rail station.
- Moves the Stride BRT station in Bothell planned for the intersection of NE 185th Street and 108th Avenue NE, north to Beardslee Boulevard and a block west of 110th Avenue NE.

Reducing roadway widening on NE 145th Street in Seattle/Shoreline:

- We plan to reduce the length of needed roadway widening on the north side of NE 145th Street between 15th Avenue NE and 5th Avenue NE (see the City of Shoreline's related NE 145th Street and I-5 Interchange Project). The project does not include widening the roadway at NE 145th Street and 25th Avenue NE.
- Sound Transit is proposing transit priority lane reconfigurations between 30th Avenue NE and SR 522 on NE 145th Street, rather than adding an eastbound lane, to improve the environment for pedestrians and transit riders using the planned BRT station at this location.

Shifting the footprint west of SR 522 in Lake Forest Park:

- We have refined the design between NE 155th Street and half a block south of 41st Avenue NE in Lake Forest Park. These refinements include shifting some roadway widening to the west side of SR 522 to reduce property impacts and the overall change to the neighborhood. This shift west will result in construction of a new retaining wall on the west side of SR 522.
- We have reached out to property owners on both sides of the roadway to discuss what this means for potential impacts to their properties.

Design updates in Bothell:

- Our refined design in Bothell relocates the connection between two BRT routes, the Stride S3 line and the Stride S2 line (a new north-south BRT route to operate primarily along I-405). The connection for these two routes has moved from the I-405/NE 195th interchange to the SR 522/I-405 interchange, where a Transit Hub is being designed by WSDOT to include a safe and accessible pedestrian connection to the University of Washington (UW) Bothell/Cascadia College campus.
- The refined design also includes a northbound bus-only lane on SR 522 from north of 96th Avenue NE to 98th Avenue NE that makes use of the current center-turn lane. This will improve speed and reliability for future bus operations where it will be needed most, while minimizing additional width required for the roadway through this area.
- Community Transit is proposing to use Stride BRT stops for their bus service in Bothell at 104th Avenue NE, Beardslee Boulevard and UW

Bothell/Cascadia College and Beardslee Boulevard and NE 195th Street.

Updates to Woodinville bus service:

- To connect Woodinville commuters with East Link light rail for faster and better connections to Redmond, Seattle and Bellevue, we are proposing to serve Woodinville with a new ST Express route. This service would start when the Stride S3 Line service begins.
- During peak hours, the ST Express route would serve downtown Woodinville and the SR 522/I-405 Transit Hub in Bothell before traveling in the I-405 express toll lanes to the Bellevue Transit Center, where riders could connect to light rail and other bus service.
- During off-peak hours and on weekends, this route would serve downtown Woodinville and the SR 522/I-405 Transit Hub in Bothell, where riders could connect to the S3 or S2 Stride BRT lines.
- This service also offers the potential to serve additional stops in downtown Woodinville. Stay tuned for opportunities to provide feedback as the ST Express service is designed.

What does the design look like now?

The project team's proposed preliminary design is as follows:

A total of 12 Stride BRT stations between the future Shoreline South/148th Link light rail station in Shoreline and the SR 522/I-405 Transit Hub in Bothell. The proposed stations will be located at the following intersections:

- **In Shoreline and Seattle -**
  - 5th Ave NE and NE 148th Street (at the future Shoreline South/148th Link light rail station)
  - NE 145th Street and 15th Avenue NE
  - NE 145th Street and 30th Avenue NE
- **In Lake Forest Park -**
  - SR 522 and NE 153rd Street
  - SR 522 and NE 165th Street
  - SR 522 and Ballinger Way NE (next to the Lake Forest Park Town Center)
- **In Kenmore -**
  - SR 522 and 61st Avenue NE
  - SR 522 and 68th Avenue NE
  - SR 522 and 73rd Avenue NE (at the Kenmore Park-and-Ride)
- **In Bothell -**
  - 98th Avenue NE and NE 182nd Street
  - NE 185th Street and 104th Avenue NE
  - UW Bothell/Cascadia College-Beardslee Boulevard
  - Beardslee Boulevard and NE 195th Street
  - SR 522/I-405 Transit Hub

Three new Park-and-Ride garages will be located at:

- Lake Forest Park Town Center
- Kenmore Park-and-Ride
- Downtown Bothell, proposed on the vacant lot south of Pop Keeney Stadium

Other improvements include:

- New BAT lanes, bus queue by-pass lanes and transit priority lane configurations in Seattle/Shoreline, Lake Forest Park and Bothell

- New sidewalks, Americans with Disabilities Act (ADA) ramps and other intersection improvements in Seattle/Shoreline, Lake Forest Park, Kenmore and Bothell

Ongoing improvements related to but not a part of the Stride BRT project include:

- Transit-oriented development potentially near the future Park-and-Ride garages in Lake Forest Park, Kenmore and Bothell
- A new ST Express route in Woodinville to connect transit riders to high-capacity transit. The proposed ST Express stations may be located at:
  - SR 522 and 131st Avenue NE
  - NE 175th Street and 135th Avenue NE
  - 140th Ave NE and NE 179th Street (at the Woodinville Park-and-Ride)

To learn more about the improvements coming to your neighborhood and hear directly from the project team, watch the recorded presentation that will be shown at the online public meetings.

If you'd like to see more detailed designs, view our 30% design roll plots of each city:

Seattle/Shoreline:

- NE 145th Street from 5th Avenue NE to 12th Avenue NE (18 MB)
- NE 145th Street from 12th Avenue NE to 22nd Avenue NE (18 MB)
- NE 145th Street from 22nd Avenue NE to 30th Avenue NE (19 MB)
- NE 145th Street from 28th Avenue NE to SR 522 (21 MB)

Lake Forest Park:

- SR 522 from NE 145th Street to NE 153rd Street (19 MB)
- SR 522 from NE 153rd Street to 39th Avenue NE (19 MB)
- SR 522 from 39th Avenue NE to 41st Avenue NE (19 MB)
- SR 522 from 41st Avenue NE to Ballinger Way NE (19 MB)

Kenmore:

- SR 522 from 60th Avenue NE to 62nd Avenue NE (17 MB)
- SR 522 from 67th Avenue NE to 68 Avenue NE (18 MB)
- SR 522 from 73rd Avenue NE to Kenmore Park-and-Ride (24 MB)

Bothell:

- SR 522 from Yakima Fruit Market to 98th Avenue NE (19 MB)
- 98th Avenue NE from SR 522 to NE 185th Street (20 MB)
- NE 185th Street from 98th Avenue NE to 103rd Avenue NE (20 MB)
- NE 185th Street from 103rd Avenue NE to Beardslee Boulevard (20 MB)
- Beardslee Boulevard from NE 185th Street to 112th Avenue NE (21 MB)
- Beardslee Boulevard from 112th Avenue NE to NE 195th Street (18 MB)

Environmental review

What's next in the environmental review process?

We are continuing to conduct environmental review of the project. Sound Transit is the Lead Agency under the State Environmental Policy Act (SEPA) for this project and is completing a SEPA Checklist to document the findings of the environmental work.

Upcoming public review and comment period for SEPA Checklist

After evaluating the project and completing the SEPA Checklist, Sound Transit will publish a Threshold Determination documenting whether the project is expected to have any significant adverse impacts and if mitigation for these impacts is available. Both the SEPA Checklist and Threshold Determination will be published for public review and comment.

The project team will publish the documents for public review and comment later this spring. Please look out for more information about the SEPA schedule and comment period through our project email updates.

Learn more about environmental review

What is SEPA (State Environmental Policy Act) and what is a SEPA Checklist?

Analysis of environmental impacts through a SEPA process is intended to ensure that environmental values are considered during decision-making by state and local agencies. A SEPA Checklist is used to identify, analyze, and disclose environmental impacts associated with proposals, as well as to inform government and agency decisions about those proposals. Impacts associated with both construction and operation of the project are considered in the Checklist.

Sound Transit is evaluating 16 elements of the environment as required through a SEPA Checklist process. The checklist addresses:

Earth, air, water, plants, animals, energy and natural resources, environmental health (hazardous materials and noise), land and shoreline use, housing, aesthetics, light and glare, recreation, historic and cultural preservation, transportation, public services and utilities.

If you are interested in more details on how the SEPA process works and what a SEPA Checklist contains, check out the Washington Department of Ecology's website and Sound Transit's SEPA Rules.

What happens after public review of the SEPA Checklist and Threshold Determination?

Sound Transit will consider any comments received on the SEPA threshold determination prior to asking the Sound Transit Board to identify the project to be built. The Board will consider the outcome of the environmental review process, along with other technical and economic information, when making a decision about advancing the project into final design and construction.

What's next

How will the project move forward?

After completing the SEPA checklist and comment period later this spring, the project team will ask the Sound Transit Board to identify the project to be built, which may enable the project to advance into the design and construction phases. The project schedule is subject to change due to impacts from the COVID-19 recession and the ongoing Sound Transit Board realignment process.

In the upcoming design phase, the project team will:

- Finalize the design of roadway and sidewalks.
- Finalize station design and public art.
- Advance the Park-and-Ride garages to 30% design.
- Obtain land use, environmental and construction permits.
- Begin the property acquisition process.
- Continue engaging with and providing feedback opportunities for the public, community groups, businesses, elected officials and partner agencies to comment on and inform the design.

Subscribe to our email list to stay tuned for future updates.

Pre-COVID-19 Schedule- Subject to Realignment

Click to enlarge

Transit changes for riders

Beginning in fall 2021, the existing Sound Transit (ST) Express Route 522 will be re-routed to the future Roosevelt Link light rail station. From there, riders will be able to take Link light rail south to downtown Seattle and the Seattle-Tacoma International Airport, or north to Northgate. In 2025/2026, SR 522/NE 145th BRT will connect to the future Shoreline South/148th Link light rail station.

Our goal is to ensure that the future BRT system complements and supports the most efficient local and regional transit service for the community, including avoiding duplicative service, reducing travel times and providing easy transfers. As an agency, Sound Transit's service model is to reorient bus service to connect to the expanding Link light rail network. By re-routing the existing ST Express Route 522 and connecting BRT to Link light rail in Shoreline, transit service along the SR 522 and NE 145th corridor will be able to bypass existing congestion and be consistently faster and more reliable. We will continue to work closely with our transit agency partners, King County Metro and Community Transit, to determine how our services can best integrate with their current and planned future routes.

2021 – King County Metro's North Link Connections Mobility Project

- With the opening of Northgate Link light rail in 2021, King County Metro will make changes to bus routes and introduce new mobility options in north King County, including along SR 522 and NE 145th Street.
- In October 2020, King County Council members hosted a virtual town hall to inform community members and provide an opportunity to give feedback. Read about the details to their plan and learn more about future opportunities to engage and provide feedback.

Property owners along the corridor

- Since January 2020, we have been meeting with residential and business property owners located directly adjacent to the project corridor who may be affected by the project.

- Our goal is to connect with you to inform you about the project and potential impacts and to learn more about your needs and circumstances. We want to be as transparent as possible about the project development process so that you understand what's next for the project and can make informed decisions as it relates to your property.
- If you are a property owner who has received a letter from Sound Transit and you haven't yet met with project staff about your property, please contact us at brt@soundtransit.org to schedule a phone or video meeting.
- Please also visit our online resource page for property owners to meet the project team members through our video series, find answers to frequently-asked questions and view other project resources.

City of Shoreline's potential roundabouts on NE 145th Street at I-5

- City of Shoreline is working on the NE 145th Street and I-5 Interchange Project to construct two roundabouts: one at the intersection of the southbound I-5 on- and off-ramp, and one at the intersection of NE 145th Street and 5th Avenue NE.
- The City and Sound Transit have signed a letter of concurrence on the Stride BRT improvements along NE 145th Street, which includes joint funding of the roundabouts.
- View the design concept and learn more on the City's project website.

Share your thoughts!

Take our quick survey to let us know how we can improve our engagement with you.

Improving our engagement 💬

As we move forward with design and construction, we're committed to keeping you informed and engaged. Let us know below how we can better reach out to you.

Where have you heard about the project? (Check all that apply)

- [ ] Project webpage
- [ ] Local fair/festival
- [ ] Local or regional news sources
- [ ] Social media
- [ ] Postcard
- [ ] Project email updates
- [ ] I am a property owner or tenant who has been in touch with the project team
- [ ] I am a member of a community organization that has received a briefing from the project team
- [ ] I have attended or plan to attend the project's in-person or virtual public meetings
- [ ] I have visited the project's previous online open houses

- [ ] Other (please specify)

Do you have any other ideas for how we could reach or engage more community members?

We currently advertise in the below local news sources. Which of these do you read on a consistent basis? (Check all that apply)

- [ ] Shoreline Area News
- [ ] Bothell-Kenmore Reporter
- [ ] Seattle Chinese Times
- [ ] La Raza Del Noroeste
- [ ] Woodinville Weekly
- [ ] I do not read any of these news sources

Where else do you get your community news?

Are you a part of any community organizations or associations? If so, what are these organizations, and would your organization(s) be open to a briefing or engaging with us as we move forward in project design?

Do you live or work in any of the following cities? (Check all that apply)

- [ ] Seattle/Shoreline
- [ ] Lake Forest Park
- [ ] Kenmore
- [ ] Bothell
- [ ] Woodinville

Demographics

Would you be willing to provide demographic information?

- (●) Yes
- ( ) No

What is your age?

- ( ) <19
- ( ) 19-24
- ( ) 25-34
- ( ) 35-49
- ( ) 50-64
- ( ) 65 or older

What is your gender identity?

- ( ) Female
- ( ) Male
- ( ) Non-Binary
- ( ) I prefer to self-describe:

[ ]

- ( ) I prefer not to say

What best describes your work status? (Please check all that apply)

- [ ] Employed full-time
- [ ] Employed part-time
- [ ] Unemployed and seeking work
- [ ] Student (part-time)
- [ ] Student (full-time)
- [ ] Retired
- [ ] Unable to work
- [ ] Other (please specify) :

[ ]

- [ ] I prefer not to say

Which of the following best describes your living situation?

- ( ) Rent my own apartment/house
- ( ) Own my own apartment/house
- ( ) With a friend or relative
- ( ) Short-term/Temporary Shelter
- ( ) Long-term or Permanent Housing Services residence
- ( ) Transitional housing or authorized homeless "village"
- ( ) Unhoused/Unsheltered
- ( ) Other (please specify):

[ ]

- ( ) I'd prefer not to say

Do you identify as Hispanic, Latino/a/x, or having Spanish origins?

- ( ) Yes
- ( ) No

Do you identify yourself as (Please check all that apply)

- [ ] American Indian or Alaskan Native
- [ ] Asian or Asian American
- [ ] Black or African American
- [ ] Native Hawaiian or Other Pacific Islander
- [ ] White
- [ ] Other (please specify):

Do you have reliable access to a working motor vehicle at home?

- ◯ Yes
- ◯ No
- ◯ I'd prefer not to say

What is your home ZIP code?

- ◯ My ZIP code is (Please write-in here):
- ◯ Currently unsheltered/ no home ZIP code
- ◯ I don't know
- ◯ I'd prefer not to say

What languages are regularly spoken in your home?

- [ ] English
- [ ] Spanish
- [ ] Cantonese
- [ ] Mandarin
- [ ] Korean
- [ ] Tagalog
- [ ] Russian
- [ ] Vietnamese
- [ ] Somali
- [ ] Other (please specify)

If you speak a language other than English, how well do you speak English?

- ◯ Very well
- ◯ Well
- ◯ Less than well
- ◯ Not at all
- ◯ I do not speak a language other than English

Do you consider yourself to have a disability that impacts your use public transportation?

- ◯ Yes
- ◯ No
- ◯ I'd prefer not to say

Which of the following Sound Transit's accessibility features have you used? (Check all that apply)

- [x] Automated stop announcements
- [x] Priority seating
- [x] Large print signs

- [x] Bus lowering/kneeling feature
- [x] Tactile Strips
- [x] Lift/ramp
- [x] Assistance from the operator to board
- [x] Screen reader
- [x] Braille signage
- [x] Wheelchair securement
- [ ] Other (please specify)

- [ ] None of the above
- [ ] I'd prefer not to say

The lift/ramp feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The wheelchair securement feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The bus lowering/kneeling feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The tactile strips feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The automated stop announcements feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

Assistance from the operator to board is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The screen reader feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The Braille signage feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The priority seating feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

The large print signs feature is (Select one)

- ◯ Inadequate for my mobility needs
- ◯ Somewhat meets my mobility needs
- ◯ Fully meets my mobility needs

Which of the following features do you need in order to participate in our online public meetings or virtual town hall? (Check all that apply)

- ☐ Verbal interpretation for a language other than English
- ☐ Captions in English
- ☐ Subtitles in a language other than English, such as Spanish
- ☐ American Sign Language (ASL) interpretation
- ☐ Sign language interpretation for a language other than English
- ☐ None of the above

Which language do you need?

How many people are in your household (including yourself)?

- ◯ 1 (I live alone)
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6 or more

What is your household's total annual earnings?

- ◯ Less than $10,000
- ◯ $10,000 to $14,999
- ◯ $15,000 to $19,999
- ◯ $20,000 to $24,999
- ◯ $25,000 to $34,999
- ◯ $35,000 to $49,999
- ◯ $50,000 to $74,999
- ◯ $75,000 to $99,999
- ◯ $100,000 to $149,999
- ◯ $150,000 to $199,999
- ◯ $200,000 or more
- ◯ I prefer not to say

Submit

Project overview and contact us

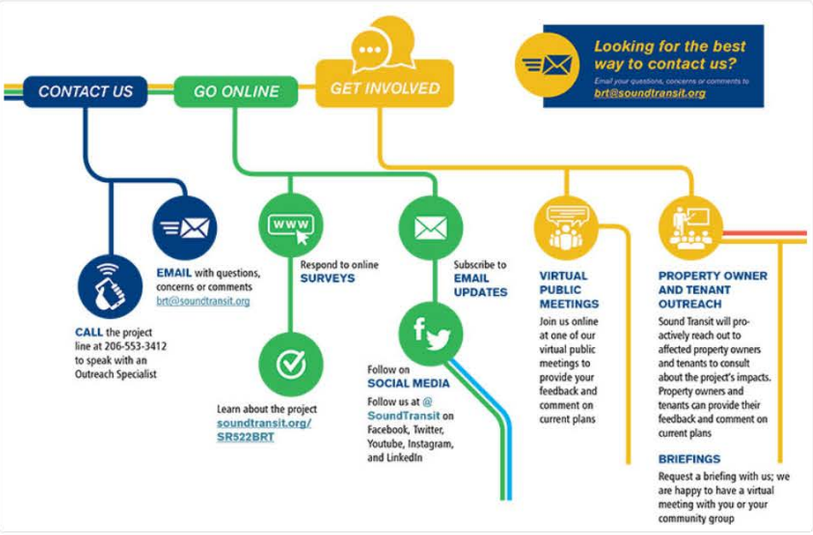
Are you new to BRT?

Visit our project website or read our updated Community Engagement Guide to learn more about how this project started. You can also read our Summer 2020 outreach summary to learn more about last year's community engagement. Please note that the anticipated date for when BRT service will begin is subject to change due to impacts from the recession caused by COVID-19 and the ongoing Sound Transit Board realignment process.

You will continue to hear from us in the coming months through our project email updates. Please sign up for our email list to stay up-to-date on the project.

Sign up for email updates

How to get involved



Click to enlarge [PDF]

Contact us

Sound Transit Community Outreach
Phone: 206-553-3412
Email: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Our project staff continue to coordinate with King County Metro, Community Transit and WSDOT staff on their projects in the area. If you have comments about their services, please contact them through the below links:

- King County Metro
- Community Transit
- WSDOT

General questions? Contact us:

Sound Transit Community Engagement
Phone: 206-553-3412
Email: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

Need assistance online or at an in-person event?

Accessibility Inquiries:
Phone: 1-800-201-4900, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:
Phone: 1-888-889-6368, TTY Relay 711
Email: main@soundtransit.org
Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: 206-398-5268

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SOUNDTRANSIT

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SR 522/NE 145th Bus Rapid Transit
Stride S3 Line

新冠肺炎疫情对本项目有何影响?

新冠肺炎疫情严重降低了海湾运输局的收入，进而影响我们区域交通系统的扩建。 随着收入大幅降低，海湾运输局将无法按照原来的时间表交付扩建项目。 通过被称为 重对准 的方法，海湾运输局董事会正在努力，以确定在更低的预测收入下经投票批准的项目需要对计划和时间表做出何种程度的更改。 了解更多.

欢迎

本快速公交系统即将布设到北华盛顿湖。

欢迎登录 SR 522/NE 第 145 大街快速公交系统 (BRT)S3 路公交车项目线上互动平台!

就即将召开的线上公开会议进行注册!

我们即将主办线上公开会议，为项目沿线的每个城市展示拟采用的初步设计。 请参加我们的会议，了解更多关于您社区内的设计的信息，并提出问题和分享您的想法。 单击以下下拉框进行注册。如果无法参与，您可以参与线上公开会议的 演讲记录。

在此处注册!

您想参加以下哪场线上公开会议? *

- [ ] 肯莫尔，3 月 2 日星期二，7:00 – 8:00 p.m.。
- [ ] 西雅图/岸线市，3 月 4 日星期四，7:00 – 8:00 p.m.。
- [ ] 湖林公园，3 月 9 日星期二，7:00 – 8:00 p.m.。
- [ ] 博赛尔/伍丁维尔，3 月 10 日星期三，7:00 – 8:00 p.m.。

联系人信息

名 姓

邮箱地址 *

您在哪个城市居住和/或工作?

- [ ] 肯莫尔
- [ ] 西雅图/岸线市
- [ ] 湖林公园
- [ ] 博赛尔
- [ ] 伍丁维尔

欢迎参与!

要通过电子邮件获得关于项目的更新，请进行注册，以便能接收最新项目新闻和公众参与机会。

邮箱地址

邮箱地址

提交

翻译服务

参考简体中文网站

Ver este sitio en español

如果没有您的语言，请联系：1-800-201-4900 / TTY 转: 711 或发电邮至 accessibility@soundtransit.org 以获得替代格式。

为了参加我们的线上公开会议您需要以下哪些功能？（勾选所有适用的选项）

- [ ] 非英语口译
- [ ] 英文字幕
- [ ] 非英文（如西班牙文）字幕
- [ ] 美国手语 (ASL) 翻译
- [ ] 非英语手语翻译
- [ ] 以上各选项均不适用

我们能够采取哪些其他措施让您能更方便地参加本次线上公开会议？

您是否有任何疑问需要我们在会议期间解答，或者是否有任何话题需要我们在会议期间说明？

提交

如果您无法参加线上市政厅会议，请观看我们的项目团队 预先录制好的演示视频。

请查阅我们的项目互动地图！

查看您附近的交通和道路改善情况！ 查看我们为 S3 线设计的最新的互动地图，或单击以下主题，了解更多信息并分享您的想法：

- 最新设计的互动地图
- 环境评审流程
- 接下来的工作
- 分享您的想法！

如何使用本网站：

- 单击 **+** 按钮以查看更多信息。
- 点击超链接打开新页面或显示弹出信息框

本网站使用的关键术语 -

- 初步设计: 是指项目团队自 2019 年中期以完成 30% 的设计工作。 在这一阶段已经在很大程度上确定了项目的线路图。 之后在今年春季，项目团队将完成初步设计工作，并请求海湾运输局董事会宣布本项目开建，进而可让项目推进至设计和施工阶段。
- **Stride S3** 线: 我们将使用「Stride S3 线」作为 SR 522/NE 第 145 大街快速公交系统服务的新名称。

线路地图和设计更新

查看您社区的已更新的设计。

我们的初步设计和工程设计工作已接近完成！ 在以下页面中您可以使用我们的互动地图浏览项目线路，并探查拟采用的初步设计。

如何使用此地图：

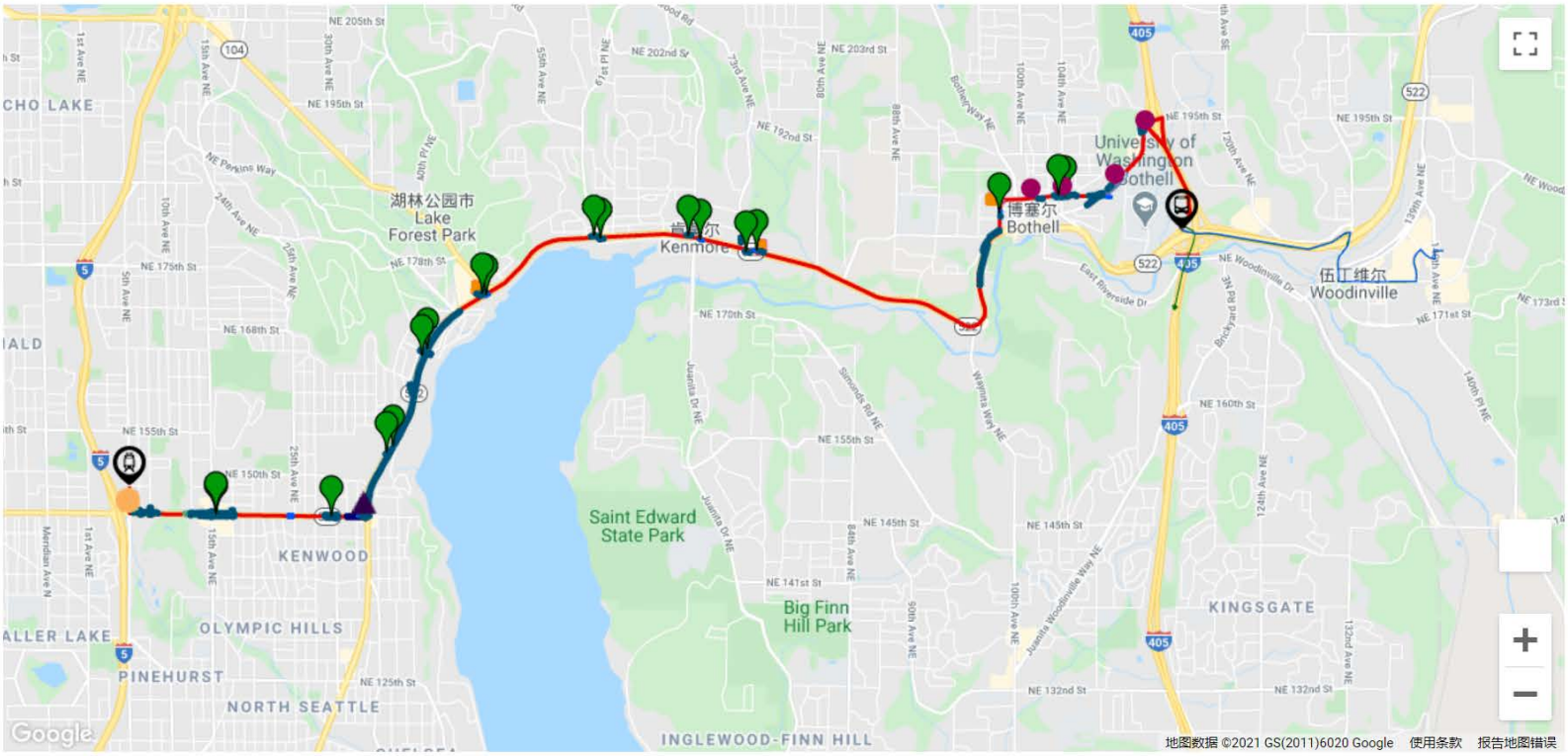
- 单击和拖动鼠标（或压下和拖动您的手指）在地图上导航。
- 在图片中勾选或不勾选复选框，以查看地图的不同"层"，该地图包括来自 2019 年版本以及 2021 年初步版本的各种元素。 您可以在这些图层之间切换，或一次查看两个图层，以便查看我们如何更新 2019 年与 2021 年之间的设计。
- 使用右下角的+和-符号放大和缩小。 在通过放大查看某一区域时，可以查看到更详细的设计元素，如新的人行道和商务和快速公交 (BAT) 车道区域。

单击地图中的图标，以查看更多关于设计元素的信息。 图表列出了您可以单击的各种图标。

请注意: 本互动地图仅用于图解说明目的，其上描绘的设计元素为模拟元素。 其不用于项目规划或工程设计目的。如果有任何关于互动地图的疑问，请通过 brt@soundtransit.org联系项目团队。

项目线路 | Seattle / Shoreline | Lake Forest Park | Kenmore | Bothell | Woodinville

项目线路



☑ *所有地图层面*

Seattle / Shoreline:

Bothell:

☑ *过去的设计* **(10%** *设计*, **2019)**

初步设计 (30% 设计, 2021)

Corridor-wide:

- 建议的BRT路线
- 建议的车站月台 (由BRT与King County Metro服务)
- 建议的停车场 (10% 设计)
- 建议的挡土墙
- 建议的人行道
- King County Metro仍然服务的巴士车站

Shoreline South / 148街 Link轻轨车站

- 拟建公交优先道
- 拟建公交专用道
- 东北第145街环岛
- 东北第145街与SR 522公路路口改善

Lake Forest Park:

- 拟重建商铺出行与公交专用道 (BAT)
- 建议的BAT车道 lanes
- 建议的分隔带

SR 522 / I-405 交通枢纽

- 正在修建的商铺出行与公交专用道 (BAT) (将于2021年完工)
- 拟建公交专用道
- 拟Sound Transit和华盛顿大学Bothell分校修建的人行道
- 公交车站仍由 Community Transit 提供服务

Woodinville:

- 拟建非高峰时段的ST Express 线路 (Woodinville 至交通枢纽)
- 拟建高峰时段的ST Express 线路 (Woodinville、交通枢纽和 Bellevue 转乘中心)
- 建议的停车场(<10% 设计)
- 建议的BRT路线
- 建议的车站月台

例子图片：Shoreline/西雅图NE 145街与15街NE的BRT车站设计

例子图片：Lake Forest Park SR 522与Ballinger Way NE的BRT车站设计

例子图片：Kenmore Sr 522街与61街NE的BRT车站设计

例子图片：Bothell NE 185街与104th Avenue NE的BRT车站设计

自 2019 年开始初步设计工作后设计有哪些变化?

自从我们于 2019 年开始与初步设计相关的工作后，我们实施了一系列更改，以反映来自社区成员、当选官员、市政府职员、运输局合作伙伴和其他利益攸关者的反馈意见。 我们还做出了一些调整，以反映在更大程度上对设计挑战和机遇的理解。 与我们实施的设计更新先关的汇总清单，见下文。

提议的车站地点更新:

我们依据潜在的客流量、我们运输合作伙伴的使用、非机动车进入方式和社区输入评估了车站位置。 我们建议，项目：

- 不包括位于肯莫尔市第 80 大道东北侧的 Stride BRT 车站，其会继续与国王县地铁 (KCM) 接驳。
- 在 Kenmore 的 61st Avenue NE 上和 Lake Forest Park（湖林公园市）的 NE 165th Street 上修建 Stride BRT 车站。
- 为第 145 大街东北侧与 SR 522 交汇而更改西雅图/岸线市内的 Stride BRT 车站，将其设置在第 145 大街东北侧第 30 大道东北侧以西，以改善人流进入和提高安全性。
- 不包括岸线市/西雅图第 25 大道东北侧的 Stride BRT 车站。 该车站将继续与 KCM 接驳，进而为未来的轻轨站提供服务。
- 为瓦利维尤路与第 108 大道东北侧交汇而更改博赛尔的 Stride BRT 车站，将其设置在比尔兹利大道以北以及第 110 大道东北侧以西一个街区的位置。

减小西雅图/岸线市第 145 大街东北侧的道路宽度：

- 我们计划缩短第 15 大道东北侧与第 5 大道东北侧之间的第145大街东北侧北侧的所需道路的长度（见"岸线市第 145 大街东北侧与 I-5 立交工程)。 该项目不包括第 145 大街东北侧和第 25 大道东北侧的道路拓宽的工程。
- 海湾运输局建议重新确定第 30 大道东北侧与第 145 大街东北侧的 SR 522 之间优先通行车道的线路，而不要增加向东的车道，以便改善行人和使用此处规划的 BRT 车站的出行者的环境。

迁移了位于湖林公园 SR 522 以西的道路：

- 我们细化了第 155 大街东北侧与湖林公园第 41 大道东北侧以南半个街区之间的设计。 这些设计细化包括迁移在 SR 522 西侧加宽的道路，以便减少对各个建筑的影响以及对社区的总体影响。 在此向西的迁移后，会在 SR 522 西侧修建新的挡土墙。
- 我们已经联系了道路两侧的业主，讨论这些决策对其物业可能造成的影响。

博赛尔的设计更新：

- 我们对博赛尔的设计细化导致两条 BRT 线路之间和 Stride S3 线与 Stride S2 线之间的交汇点被迁移（会修建新的南北 BRT 线路，以便沿 I-405 运营）。 已经将这两个线路的交汇点从 I-405/第 195 大街东北侧立交桥迁移至 SR 522/I-405 立交桥，在此处由华盛顿州运输部设计交通枢纽，以便将安全和可达的行人连接设施引入到华盛顿大学 (UW) 博赛尔/卡斯卡迪亚学院校区。
- 此设计细化还包括从第 96 大道东北侧的北侧至利用当前中央掉头车道的第98大道东北侧的 SR 522 的北向公交车车道。 在最需要速度和可靠性的情况下，这样能提高未来公交车运营所需的速度和可靠性，同时尽可能减小通过此区域的道路的附加宽度。 此设计不影响雅基马水果市场和幼儿园。
- 社区运输局建议将 Stride BRT 车站纳入第 104 大道东北侧、比尔兹利大道和华盛顿大学博赛尔/卡斯卡迪亚学院与比尔兹利大道和第 195 大街东北侧使用的公交车服务系统。

伍丁维尔公交车服务的更新：

- 为了将伍丁维尔的通勤者与东部轻轨干线连接以实现与雷德蒙德、西雅图和贝尔维尤的更快速和更好的连接，我们建议将伍丁维尔与新的 ST 快速路连接。 当 Stride S3 线开始运营时即可开始此服务。
- 在高峰时段，ST 快速路会在利用 I-405 快速路车道与贝尔维尤转运站连接之前为伍丁维尔商业区和位于博赛尔的 SR 522/I-405 交通枢纽服务，在贝尔维尤转运站，乘客们可换乘轻轨和其他公交车设施。
- 在非高峰时段和周末，此快速路会服务于伍丁维尔商业区和位于博赛尔的 SR 522/I-405 交通枢纽，在博赛尔，乘客们可换乘 Stride BRT S3 线或 S2 线。
- 此服务还允许在伍丁维尔市商业区使用额外的车站。 请保持您始终处于快速响应状态，以便可以获得机会提供涉及 ST 快速路项目设计的反馈。

设计现在处于何种阶段？

项目团队拟采用的初步设计如下：

在未来的岸线市南路/第 148 大街轻轨连接点与博赛尔的 SR 522/I-405 交通枢纽之间总共有 12 个 Stride BRT 车站。 拟建车站将位于以下交叉口处：

- 岸线市与西雅图- -
  - 第 5 大道东北侧与第 148 大街东北侧（位于未来的岸线市南侧/第148大街轻轨连接站）
  - 第 145 大街东北侧与第 15 大道东北侧
  - 第 145 大街东北侧与第 30 大道东北侧

- 湖林公园 -
  - SR 522 与第 153 大街东北侧
  - SR 522 与第 165 大街东北侧
  - SR 522 与巴林格路东北侧（在湖林公园镇中心旁边）
- 肯莫尔-
  - SR 522 与第 61 大道东北侧
  - SR 522 与第 68 大道东北侧
  - SR 522 与第 73 大道东北侧（位于肯莫尔停车换乘点）
- 博赛尔-
  - 第 98 大道东北侧与第 182 大街东北侧
  - 第 185 大街东北侧与第 104 大道东北侧
  - 华盛顿大学博塞尔校区/卡斯卡迪亚社区大学- 比尔兹利大道
  - 比尔兹利大道与第 195 大街东北侧
  - SR 522/I-405 交通枢纽

三个新的停车换乘点将位于：

- 湖林公园镇中心
- 肯莫尔停车换乘点
- 博赛尔商业区，拟建于 Pop Keeney 体育场以南的空地上。

其他道路改善包括：

- 西雅图/岸线市、湖林公园和博赛尔的新建 BAT 车道、公交车排队旁通车道和优先通行车道线路。
- 新的人行道、Americans with Disabilities Act（ADA）规定的坡道和位于西雅图/岸线市、湖林公园、肯莫尔和博赛尔的其他交叉点改善。

与 Stride BRT 项目相关但并非该项目组成部分的后续改善包括：

- 在未来位于湖林公园、肯莫尔和博赛尔的停车换乘点附近的以公共交通为导向的设施开发。
- 位于伍丁维尔的新建 ST 快速路用来将乘客与大容量交通系统连接。拟建的 ST 快速路车站可位于：
  - SR 522 与第 131 大道东北侧
  - 第 175 大街东北侧与第 135 大道东北侧
  - 第 140 大道东北侧与第 179 大道东北侧（位于伍丁维尔停车换乘点）

如想了解更多社区改善与联络项目团队，请参与线上公开会议的 演讲记录。

要了解更多关于您的社区可获得的改善的信息以及直接接收来自项目团队的讯息，请该看将在线上公开会议上播放的预先录制的演示视频。

如果您想查看更详细的设计，请查看每个城市的30%设计趋势图:

Seattle/Shoreline:

- NE 145th Street from 5th Avenue NE to 12th Avenue NE (4 MB)
- NE 145th Street from 12th Avenue NE to 22nd Avenue NE (4 MB)
- NE 145th Street from 22nd Avenue NE to 30th Avenue NE (5 MB)
- NE 145th Street from 28th Avenue NE to SR 522 (5 MB)

Lake Forest Park:

- SR 522 from NE 145th Street to NE 153rd Street (5 MB)
- SR 522 from NE 153rd Street to 39th Avenue NE (5 MB)
- SR 522 from 39th Avenue NE to 41st Avenue NE (5 MB)
- SR 522 from 41st Avenue NE to Ballinger Way NE (5 MB)

Kenmore:

- SR 522 from 60th Avenue NE to 62nd Avenue NE (5 MB)
- SR 522 from 67th Avenue NE to 68 Avenue NE (5 MB)
- SR 522 from 73rd Avenue NE to Kenmore Park-and-Ride (7 MB)

Bothell:

- SR 522 from Yakima Fruit Market to 98th Avenue NE (5 MB)
- 98th Avenue NE from SR 522 to NE 185th Street (5 MB)
- NE 185th Street from 98th Avenue NE to 103rd Avenue NE (5 MB)
- NE 185th Street from 103rd Avenue NE to Beardslee Boulevard (5 MB)
- Beardslee Boulevard from NE 185th Street to 112th Avenue NE (4 MB)
- Beardslee Boulevard from 112th Avenue NE to NE 195th Street (6 MB)

环境评审

环境评审流程中接下来会实施什么工作?

我们将继续对本项目开展环境评审。 海湾运输局时 State Environmental Policy Act（SEPA）针对本项目规定的主导机构，其将完整填写 SEPA 检查表，以记录环境评审工作的调查结果。

与 SEPA 检查表相关的即将到来的公众评审和评论阶段

在评估本项目和完整填写 SEPA 检查表后，海湾运输局会公布阈值确定函，记录本项目是否会产生任何重大的负面影响，以及是否可减轻这些影响。 海湾运输局将公布 SEPA 检查表和阈值确定函，以便公众评审和评论。

项目团队将于今年春季晚些时候公布需经公众评审和发表意见的文件。 请通过我们的 留意更多关于 SEPA 计划表和评论发表时间段的信息。

了解更多环境审查信息 -

什么是 SEPA（State Environmental Policy Act）以及什么是 SEPA 检查表?

通过 SEPA 流程进行的环境影响分析旨在确保州和地方机构将环境价值纳入决策过程。 SEPA 检查表用来识别、分析和披露与各种方案相关的环境影响以及向政府和机构告知与这些方案相关的决定。 检查表中考虑了与本项目施工和运营相关的影响。

海湾运输局将通过 SEPA 检查表流程按照要求评估环境的 16 种要件。 检查表涉及：

土壤、空气、水、植物、动物、能源和自然资源、环境健康（有害物质和噪声）、土地和岸线利用、住房、美观、光线、休闲娱乐设施、历史文化遗迹、运输、公共服务和公用设施。

如果您对关于 SEPA 流程如何作用的更多细节以及 SEPA 检查表所包含的内容感兴趣，请访问 华盛顿州生态部的网站 以及查阅 海湾运输局的 SEPA 规定.

在公众对 SEPA 检查表和阈值确定函进行评审后会执行哪些程序?

在请求海湾运输局董事会宣布本项目开建之前，海湾运输局会考虑收到的关于 SEPA 阈值确定函的任何意见。 董事会在针对将项目推进至最终设计和施工阶段做出决定时，会考虑环境评审流程的结果，以及其他技术和经济数据。

接下来的工作

项目价格如何推进?

在完整填写 SEPA 检查表后以及在今年春季晚些时候意见征集阶段结束以后，项目团队将请求海湾运输局董事会宣布本项目开建，进而可让项目推进至设计和施工阶段。 如果因新冠肺炎疫情和海湾运输局董事会后续的重新定线流程导致各种影响，则会对计划表进行更改。

在即将到来的设计阶段，项目团队将：

- 完成道路和人行道的设计。
- 完成车站设计和公共艺术。
- 完成停车换乘点的30%的设计工作。
- 获取土地使用、环境和施工许可。
- 开始征地流程。
- 继续与公众、社区团体、企业、当选官员和合作机构接洽并未它们提供反馈机会，以便对设计发表意见，并对设计提供信息。

订阅我们的电邮清单以接收未来的更新。

在新冠肺炎疫情之前的计划表-需要经过调整

点击放大

乘客面临的公交服务变化

在 2021 年秋季，现有海湾运输局（ST）522 路快线 将被改道，以便于未来的罗斯福轻轨连接站连接。 从该处，乘客们可搭乘轻轨连接站向南到达西雅图商业区和西雅图-塔科马国际机场或向北到达诺斯盖特。 在 2024/2025 年，SR 522/第 145 大街东北侧 BRT 线会与未来的岸线市南侧/第 148 大街轻轨连接站连接。

我们的目标是确保未来的 BRT 系统能够对社区的最高效地方和区域性交通服务进行补充，并为这些服务提供支持，包括避免重复服务、缩短出行时间和提供方便换乘。 作为政府机构，海湾运输局的服务模式是重新确定公交服务的宗旨，以便与不断扩充的轻轨连接站网络连接。 通过更改现有 ST 522 快线的路线和将 BRT 系统与岸线市的轻轨连接站连接，SR 522 与第 145 大街东北侧走廊沿线的交通服务将能规避现有拥堵，并达到更快的交通速度和更高的可靠性。 我们将继续与我们的运输局合作伙伴、国王县地铁公司和社区交通部门密切合作，以确定我们的服务将以何种方式与当前和规划的未来线路整合在一起。

2021 年 – 金县地铁公司的北部连接点交通项目

- 随着 2021 年 Northgate（北门）Link 轻轨列车的开通，King County Metro（金郡公交部）将改进公交路线，在金郡北部（包括 SR 522和 NE 145th Street 沿线）推出新的移动性项目。
- 2020 年 10 月，金县议会议员主办了一次线上市政厅会议，为社区居民提供信息，并提供了针对本项目提出反馈的机会。 阅读与其计划相关的详细资料，并了解更多关于在未来进行接洽和提供反馈的机会的信息。

走廊沿线的业主

- 自 2020 年 1 月后，我们已与项目走廊沿线可能受到项目影响的住宅和商业地产业主会面。
- 我们的目的是与您联系，向您告知与本项目和潜在影响相关的信息，并让我们了解更多关于您需求和情况的信息。 在项目开发过程

方面，我们想尽可能透明，以便您理解项目后续进展，以及可以就您的住宅或建筑做出更明智的决定。

- 如果您为建筑业主并且已收到来自海运运输局的信件，并且您还没有就您的建筑与项目职员会面，请通过 brt@soundtransit.org 与我们联系，以便安排电话或视频会议。
- 为了便于 建筑业主 通过我们的系列视频与项目团队成员开展会谈，您也可以访问我们的线上资源网页，找到与常见问题相关的答复，并查看其它项目资源。

对于岸线市，在 I-5 大街处可能在第 145 大街东北侧修建迂回线路。

- 岸线市正在开展第 145 大街东北侧和 I-5 立交桥项目的工作，以修建两处迂回线路：一处位于向南的 I-5 坡道的立交桥处，另一处位于第 145 大街东北侧与第 5 大道东北侧立交桥处。
- 该市与海运运输局已经就第 145 大街东北侧沿线的 Stride BRT 改善签署了合作函，此合作函包括双方合作为迂回线路提供资金。
- 查看设计概念图，并了解更多关于 该市项目网站的信息。

分享您的想法！

参加我们的快速调查，以让我们知道如何改善接洽方式。

改善我们的接洽 💬

随着我们对设计和施工的推进，我们承诺第一时间向您告知和与您接洽。 在以下内容中让我们知道我们如何才能更好地联系到您。

您是在哪里了解到关于本项目的信息的？ （勾选所有适用的选项）

- [ ] 项目网页
- [ ] 当地展销会/活动节
- [ ] 当地或区域性新闻来源
- [ ] 社交媒体
- [ ] 明信片
- [ ] 项目电子邮件更新
- [ ] 我是已经与项目团队联系的业主或承租人。
- [ ] 我是已经收到项目团队的简报的社区组织的成员。
- [ ] 我已经出席或计划出席项目的线下或线上公开会议。
- [ ] 我已经参加了本项目前几次线上招待会。
- [ ] 其他（请说明）

对于我们如何才能联系或接触到更多社区成员您是否有任何其他的主意？

我们当前在以下地方新闻媒体上发布广告。您长期阅读以下哪一家报刊？ （勾选所有适用的选项）

- [ ] 岸线市地方新闻
- [ ] 博赛尔-肯莫尔通讯
- [ ] 西雅图中文时报

- [ ] La Raza Del Noroeste
- [ ] 伍丁维尔周刊
- [ ] 我没有阅读以上任何报刊。

您从哪些其他地方获取您的社区新闻?

您是否为任何社区组织或协会的成员?如果是,您的组织名称是什么,您的组织是否可接收我们的简报或与我们接洽,以便我们推进我们的项目设计?

您是否在以下任一城市居住或工作?(勾选所有适用的选项)

- [ ] 西雅图/岸线市
- [ ] 湖林公园
- [ ] 肯莫尔
- [ ] 博赛尔
- [ ] 伍丁维尔

人口统计资料

你是否愿意提供人口统计信息?

- (•) 是
- ( ) 否

您多少岁?

- ( ) <19 label="">
- ( ) 19-24 岁
- ( ) 25-34 岁
- ( ) 35-49 岁
- ( ) 50-64 岁
- ( ) 超过 65 岁

您的性别是?

- ( ) 女
- ( ) 男
- ( ) 非二元性别
- ( ) 我选择自己描述:
- ( ) 我选择不透露

您现在处于何种职业状态?(请勾选所有适用的选项)

- [ ] 全职打工族
- [ ] 兼职打工族
- [ ] 已失业并且正在找工作
- [ ] 学生(半工半读)

- [ ] 学生（全日制）
- [ ] 已退休
- [ ] 无工作能力
- [ ] 其他（请说明）：
- [ ] 我选择不透露

您现在处于何种居住状况？

- ○ 租用我自己的公寓/房子
- ○ 拥有我自己的公寓/房子
- ○ 与朋友或亲戚住在一起
- ○ 短期/临时收容中心
- ○ 居住在长期或永久住房服务中心提供的房屋内
- ○ 居住在过渡性住房或授权的无家可归者的"村落"中
- ○ 无住所/无避难所
- ○ 其他（请说明）：
- ○ 我选择不透露

您是否是西班牙裔、拉丁裔或具有西班牙血统？

- ○ 是
- ○ 否

你自己是否是以下种族（请勾选所有适用的选项）？

- [ ] 美国印第安人或阿拉斯加原住民
- [ ] 亚裔或亚裔美国人
- [ ] 黑人或非裔美国人
- [ ] 夏威夷原住民或其他太平洋岛国原住民
- [ ] 白人
- [ ] 其他（请说明）：

您是否长期使用可正常使用的机动车？

- ○ 是
- ○ 否
- ○ 我选择不透露

您的家庭邮政编码是多少？

- ○ 我的邮政编码是（请在此处填写）：
- ○ 当前无避难所/无家庭邮政编码
- ○ 我不知道
- ○ 我选择不透露

您在家庭中通常说哪些语言？

- [ ] 英语
- [ ] 西班牙语
- [ ] 广东话
- [ ] 普通话
- [ ] 韩语
- [ ] 塔加拉族语
- [ ] 俄语
- [ ] 越南语
- [ ] 索马里语

☐ 其他（请说明）

如果您讲英语以外的语言，您的英语流利程度如何?

- ○ 非常流利
- ○ 流利
- ○ 还好
- ○ 不会讲英语
- ○ 我不会讲英语以外的语言。

您是否认为您自己具有影响您使用公共交通的身体残疾?

- ○ 是
- ○ 否
- ○ 我选择不透露

您已使用过海湾运输局以下哪一种服务功能？（勾选所有适用的选项）

- ☑ 自动报站功能
- ☑ 优先落座
- ☑ 大幅印刷广告画
- ☑ 公交车地板降低/跪坐服务
- ☑ 可触知的警告条
- ☑ 直梯/扶梯
- ☑ 司机帮助上车
- ☑ 屏幕阅读器
- ☑ 盲文标牌
- ☑ 轮椅固定
- ☐ 其他（请说明）
- ☐ 以上各选项均不适用
- ☐ 我选择不透露

自动报站功能（请选择一项）

- ○ 不足以满足我的出行需求
- ○ 在一定程度上满足我的出行需求
- ○ 完全满足我的出行需求

优先落座功能（请选择一项）

- ○ 不足以满足我的出行需求
- ○ 在一定程度上满足我的出行需求
- ○ 完全满足我的出行需求

大幅印刷广告画功能（请选择一项）

- ○ 不足以满足我的出行需求
- ○ 在一定程度上满足我的出行需求
- ○ 完全满足我的出行需求

公交车地板降低/跪坐服务功能（请选择一项）

- ○ 不足以满足我的出行需求
- ○ 在一定程度上满足我的出行需求
- ○ 完全满足我的出行需求

可触知警告条功能（请选择一项）

- ◯ 不足以满足我的出行需求
- ◯ 在一定程度上满足我的出行需求
- ◯ 完全满足我的出行需求

直梯/扶梯功能为（请选择一项）

- ◯ 不足以满足我的出行需求
- ◯ 在一定程度上满足我的出行需求
- ◯ 完全满足我的出行需求

司机帮助上车功能（请选择一项）

- ◯ 不足以满足我的出行需求
- ◯ 在一定程度上满足我的出行需求
- ◯ 完全满足我的出行需求

屏幕阅读器功能（请选择一项）

- ◯ 不足以满足我的出行需求
- ◯ 在一定程度上满足我的出行需求
- ◯ 完全满足我的出行需求

盲文标牌功能（请选择一项）

- ◯ 不足以满足我的出行需求
- ◯ 在一定程度上满足我的出行需求
- ◯ 完全满足我的出行需求

轮椅固定功能（请选择一项）

- ◯ 不足以满足我的出行需求
- ◯ 在一定程度上满足我的出行需求
- ◯ 完全满足我的出行需求

为了参加我们的线上公开会议或线上市政厅会议您需要以下哪些功能？（勾选所有适用的选项）

- ☐ 非英语口译
- ☐ 英文字幕
- ☐ 非英文（如西班牙文）字幕
- ☐ 美国手语 (ASL) 翻译
- ☐ 非英语手语翻译
- ☐ 以上各选项均不适用

您需要哪一种语言服务？

你家庭中有多少人（包括您自己）？

- ◯ 1 人（1 人独居）
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6 人以上

您家庭的年总收入？

- 低于 $10,000
- $10,000 至 $14,999
- $15,000 至 $19,999
- $20,000 至 $24,999
- $25,000 至 $34,999
- $35,000 至 $49,999
- $50,000 至 $74,999
- $75,000 至 $99,999
- $100,000 至 $149,999
- $150,000 至 $199,999
- 高于 $200,000
- 我选择不透露

提交

项目概述，联系我们

您是否第一次了解到快速公交系统?

访问我们的项目网站 了解更多关于本项目如何开始的信息。 您也可以观看我们的剪短视频，了解关于 BRT 和 Stride S3 线的介绍，阅读 2020 年夏季简报，以了解更多关于去年社区互动的信息。 请注意，由于新冠肺炎疫情和海湾运输局董事会后续实施的 重定线流程导致各种影响产生，因此会导致 BRT 运营启动的预计日期被更改。

在未来几个月内，通过项目电邮更新，您会继续收到来信。 请在电邮通讯录清单中注册，以便第一时间收到关于本项目的通知。

注册并通过电子邮件获取最新进展

如何参与

点击放大

联系我们

Sound Transit 社区外联
电话: 206-553-3412
邮箱: brt@soundtransit.org
网址: soundtransit.org/SR522BRT

我们的项目人员会就该区域内的项目继续与国王县地铁公司、社区运输局和 WSDOT 的工作人员协调。 如果您对他们的服务有任何意见，请通过以下链接联系他们：

- 金县地铁公司
- 社区运输局
- WSDOT

一般问题？ 联系我们：

海湾运输局社区互动
热线： 206-553-3412
邮箱： brt@soundtransit.org
网址： soundtransit.org/SR522BRT

是否需要线上或现场协助?

无障碍查询：

SOUNDTRANSIT

与他人分享本网站

关注我们

热线： 1-800-201-4900, 电传 711
邮箱： main@soundtransit.org
周一至周五，早 7 时至晚 7 时

其他服务：

一般乘客查询：
热线: 1-888-889-6368, 电传 711
邮箱： main@soundtransit.org
周一至周五，早 7 时至晚 7 时

致电或短信联系安保部门（每周 7 天，每天 24 小时）：
206-398-5268

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SR 522/NE 145th Bus Rapid Transit
Stride S3 Line

¿De qué forma se verá afectado el proyecto por la crisis de COVID-19?

Las reducciones de ingresos causadas por la recesión COVID-19 combinadas con el aumento de las estimaciones de costos afectarán los planes y los plazos para los proyectos de expansión de Sound Transit. Mediante un proceso denominado realineación, la junta directiva de Sound Transit está trabajando para determinar el grado en el que los planes y plazos para los proyectos aprobados por los votantes tendrán que ser modificados debido a las proyecciones de ingresos disminuidos. Más información.

Bienvenido

Stride Bus Rapid Transit llegará próximamente a la zona norte del lago Washington.

¡Bienvenido a la plataforma de difusión en línea del proyecto de la Línea Stride S3 de SR 522/NE 145th Stride Bus Rapid Transit (BRT)!

¡Regístrese para la próxima reunión pública en línea!

Llevaremos a cabo reuniones públicas en línea para exponer las propuestas de los diseños preliminares para cada ciudad a lo largo del corredor del proyecto. Acompáñenos para conocer más acerca del diseño en su vecindario, plantear preguntas y compartir su opinión. Haga clic en el siguiente menú desplegable para registrarse. Si no puede asistir, siéntase libre de ver la presentación grabada que se mostrará en los reuniones públicos en línea.

¡Regístrese aquí!

¿En qué reunión pública en línea quiere participar? *

- [ ] Kenmore, martes 2 de marzo, 7:00 – 8:00 p.m.
- [ ] Seattle / Shoreline, jueves 4 de marzo, 7:00 – 8:00 p.m.
- [ ] Lake Forest Park, martes 9 de marzo, 7:00 – 8:00 p.m.
- [ ] Bothell / Woodinville, miércoles 10 de marzo, 7:00 – 8:00 p.m.

Información de contacto

Nombre

Apellido

Correo electrónico *

¡Manténgase al tanto!

Entérese de las novedades del proyecto y de oportunidades de participación ciudadana al suscribirse más abajo a los correos electrónicos actualizaciones sobre el proyecto.

Correo electrónico

Correo electrónico

Enviar

Servicios de traducción

参考简体中文网站

View English site

Si su idioma no está disponible, comuníquese al: 1-800-201-4900 / Servicio de retransmisión TTY: 711 o envíe un correo a accessibility@soundtransit.org para obtener formatos alternativos.

¿En qué ciudad vive o trabaja?

- [ ] Kenmore
- [ ] Seattle/Shoreline
- [ ] Lake Forest Park
- [ ] Bothell
- [ ] Woodinville

¿Cuál de las siguientes opciones necesita para participar en nuestra reunión pública en línea? (Marque todas las respuestas que correspondan)

- [ ] Interpretación verbal a un idioma que no sea inglés
- [ ] Subtítulos en inglés
- [ ] Subtítulos en un idioma que no sea inglés, como español
- [ ] Interpretación al lenguaje estadounidense de señas (ASL)
- [ ] Interpretación a un lenguaje de señas que no sea inglés
- [ ] Ninguna de los anteriores

¿Hay algo más que podamos hacer para facilitarle el acceso a esta reunión pública?

¿Tiene alguna pregunta o asunto que le gustaría que abordemos durante la reunión?

Enviar

Consulte nuestro mapa interactivo del proyecto.

Conozca las mejoras al transporte público y a las rutas que se llevarán a cabo cerca de usted. Vea el mapa interactivo de nuestros diseños más recientes para el corredor de la Línea S3 o haga clic en los temas a continuación para obtener más información y compartir su opinión:

- Mapa interactivo del diseño más reciente
- Proceso del estudio de impacto ambiental
- Cuáles son los siguientes pasos
- ¡Comparta su opinión!

Cómo usar este sitio:

- Haga clic en el botón + para ver más información
- Haga clic en el texto con hipervínculo para abrir otras páginas o mostrar cuadros emergentes con información

Términos clave que utilizamos en este sitio

- **Diseño preliminar**: Se refiere al 30 % del diseño en el que ha trabajado el equipo del proyecto desde mediados de 2019. En este nivel, se determina en gran medida la huella del proyecto. Más adelante, en la primavera, el equipo del proyecto concluirá el diseño y pedirá a la Junta de Sound Transit que identifique el proyecto que se construirá, lo que permitirá que el proyecto avance a las siguientes fases: diseño y construcción.

- **Línea Stride S3**: Ahora utilizamos como nuevo nombre "Línea Stride S3" para referirnos al servicio SR 522/NE 145th BRT.

Mapa del corredor y actualizaciones del diseño

Vea el diseño actualizado en su vecindario.

¡Nuestro diseño preliminar y obra de ingeniería está casi terminado! A continuación, puede utilizar nuestro mapa interactivo para navegar en el corredor del proyecto y explorar nuestra propuesta de diseño preliminar.

Cómo usar este mapa:

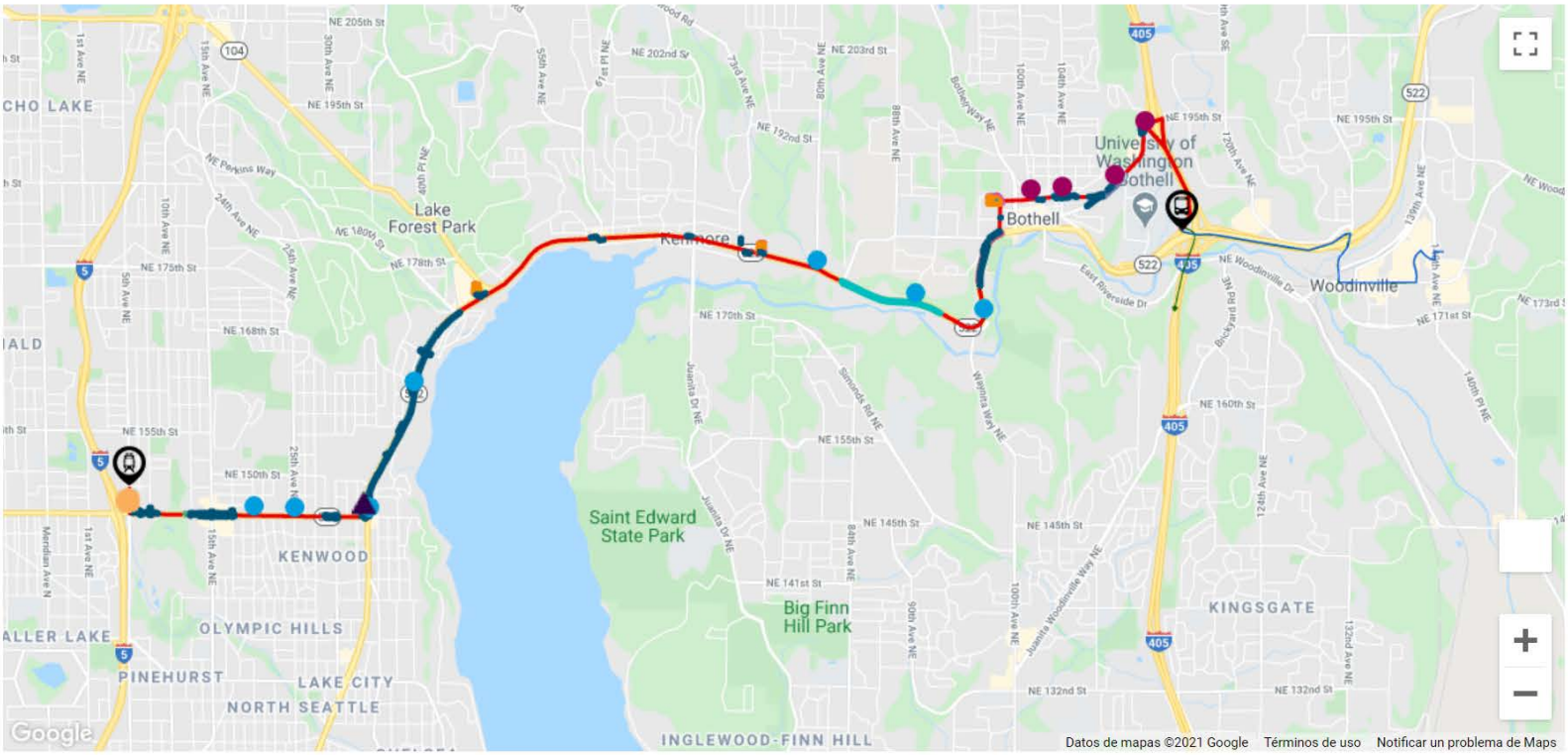
- Haga clic y arrastre el mouse (o coloque y arrastre su dedo) para navegar por el mapa.
- Marque o desmarque las casillas que aparecen en la leyenda para visualizar diferentes "capas" del mapa, que incluyen elementos de versiones anteriores del 2019 así como la propuesta actual de diseño preliminar de 2021. Puede alternar entre las capas o visualizarlas todas al mismo tiempo para ver las diferencias entre los diseños de 2019 y 2021.
- Puede acercar o alejar el mapa utilizando los símbolos + y – que aparecen en la esquina inferior derecha. Conforme se acerca a un área puede observar más a detalle los elementos de diseño como aceras nuevas y las ubicaciones del carril para transporte público y acceso a comercios (BAT).

Haga clic en el ícono que aparece en el mapa para ver más información sobre el elemento de diseño. En la leyenda aparecen los íconos sobre los que puede hacer clic.

***Observación**: Este mapa interactivo se utiliza para fines ilustrativos y los elementos de diseño que se muestran en el mismo son aproximados. El mapa no se utiliza para fines de planeación o diseño del proyecto. Si tiene alguna pregunta sobre el mapa interactivo, comuníquese con el equipo del proyecto en brt@soundtransit.org.*

Corredor del proyecto | Seattle / Shoreline | Lake Forest Park | Kenmore | Bothell | Woodinville

Corredor del proyecto



- [x] ***Todas las capas del mapa***
- [x] ***Diseño preliminar (30 % de avance en el diseño en 2021)***

Corredor entero:

- [x] Ruta BRT propuesta
- [x] Andenes de estación propuestos (atendidas por BRT y King County Metro)
- [x] Estacionamientos propuestos (10 % de avance en el diseño)
- [x] Muros de contención propuestos
- [x] Aceras propuestas
- [x] Paradas de autobús todavía atendidas por King County Metro

Seattle / Shoreline:

Estación de tren ligero Link Shoreline South / 148th

- [x] Carril propuesto para evitar la cola de autobuses
- [x] Reconfiguraciones propuestos a los carriles con prioridad de tránsito
- [x] Las glorietas en NE 145th Street
- [x] NE 145th/SR 522 mejoras de la intersección

Lake Forest Park:

- [x] Reconstrucción de carril BAT propuesta
- [x] Carriles BAT propuestos
- [x] Camellones propuestos

Bothell:

Transit Hub SR 522 / I-405

- [x] Carriles BAT en construcción (finalización prevista 2021)
- [x] Carril solo para autobuses propuesto
- [x] Aceras propuestas financiadas juntamente por ST y UW Bothell
- [x] Paradas de autobús todavía atendidas por Community Transit

Woodinville:

- [x] Ruta ST Express propuesta fuera de las horas pico (Woodinville al Transit Hub)
- [x] Ruta ST Express propuesta durante las horas pico (Woodinville, Transit Hub y el Transit Center de Bellevue)

- [x] ***Diseño anterior (10 % de avance en el diseño en 2019)***
  - [x] Estacionamientos propuestos (<10 % de avance en el diseño)
  - [x] Ruta BRT propuesta
  - [x] Andenes de estación propuestos

Ejemplo de ilustración del diseño de la estación BRT en Shoreline/Seattle en NE 145th Street y 15th Avenue NE

Ejemplo de ilustración del diseño de la estación BRT en el Lake Forest Park Town Center en SR 522 y Ballinger Way NE

Ejemplo de ilustración del diseño de la estación BRT en Kenmore en SR 522 y 61st Avenue NE

Ejemplo de ilustración del diseño de la estación BRT en Bothell en NE 185th Street y 104th Avenue NE

¿Qué tanto se ha modificado el diseño desde sus inicios en 2019?

Desde 2019, cuando comenzamos a trabajar en el diseño preliminar, hemos llevado a cabo varias modificaciones que reflejan las opiniones que hemos recibido de los miembros de la comunidad, funcionarios electos, personal de la Ciudad, socios de la agencia de tránsito y otras partes interesadas. Además, hemos realizado cambios que reflejan un mayor conocimiento de los retos y oportunidades del diseño. A continuación, puede consultar un resumen de las actualizaciones al diseño.

Actualizaciones propuestas para la ubicación de las estaciones:

Realizamos la evaluación para la ubicación de las estaciones con base en la posible cantidad de usuarios, el uso por parte de nuestros socios de tránsito, acceso para vehículos no motorizados y opiniones de la comunidad. Proponemos que el proyecto:

- No incluya una estación de Stride BRT en 80th Avenue NE en Kenmore y que continúe siendo asitida por King County Metro (KCM).
- Incluya estaciones de Stride BRT en 61st Avenue NE, en Kenmore; y en NE 165th Street, en Lake Forest Park.
- Cambie la ubicación de la estación de Stride BRT en Seattle/Shoreline que se planeó para la intersección de NE 145th y SR 522 al oeste de 30th Avenue NE sobre NE 145th Street para mejorar el acceso peatonal y la seguridad.
- No incluya la estación de Stride BRT en 25th Avenue NE en Shoreline/Seattle. La parada seguirá siendo asistida por KCM, brindando un servicio constante hacia la futura estación del tren ligero.
- Cambie la ubicación de la estación de Stride BRT en Bothell que se planeó para la intersección de Valley View Road y 108th Avenue NE hacia el norte de Beardslee Boulevard y una cuadra al oeste de 110th Avenue NE.

Reducción de la ampliación de la calzada sobre NE 145th Street en Seattle/Shoreline:

- El plan es reducir la longitud de la ampliación de la calzada solicitada en la sección norte de NE 145th Street entre 15th Avenue NE y 5th Avenue NE (consulte el proyecto de la intersección en NE 145th Street y la I-5 de la ciudad de Shoreline). El proyecto no incluye la ampliación de la calzada en NE 145th Street y 25th Avenue NE.
- La propuesta de Sound Transit se basa más en realizar reconfiguraciones a los carriles con prioridad de tránsito entre 30th Avenue NE y SR 522 sobre NE 145th Street que en agregar un carril en dirección al este y mejorar el entorno de los peatones y de los usuarios del transporte público utilizando la estación BRT planeada para esta ubicación.

Cambiar la huella al lado oeste de SR 522 en Lake Forest Park:

- Mejoramos el diseño entre NE 155th Street y la mitad de una cuadra al sur de 41st Avenue NE en Lake Forest Park. Estas mejoras incluyen cambiar parte de la ampliación de la calzada hacia el lado oeste de SR 522 a fin de reducir el impacto a los propiedades y la modificación general en el vecindario. Este cambio al oeste dará lugar a la construcción de un muro de contención en el lado oeste de SR 522.
- Nos pusimos en contacto con los dueños de las propiedades en ambos costados de la calzada para hablar sobre los posibles impactos en sus propiedades por este cambio.

Actualizaciones de diseño en Bothell:

- El diseño mejorado en Bothell reubica la conexión entre las dos rutas de BRT, la línea Stride S3 y la línea Stride S2 (una nueva ruta de BRT de norte a sur que funcionará principalmente a lo largo de la I-405). La conexión de estas dos rutas se movió de la intersección de la I-405/NE 195th a la intersección de la SR 522/I-405, ubicación en la que WSDOT está diseñando un Transit Hub para incluir una conexión peatonal segura y accesible al campus de University of Washington (UW) Bothell/Cascadia College.

- Esta mejora en el diseño también incluye un carril exclusivo para autobuses con dirección al norte sobre SR 522 y del norte de 96th Avenue NE hacia 98th Avenue NE que utiliza el carril central de vuelta actual. Los cambios mejorarán la velocidad y confiabilidad en futuras operaciones donde más se necesite, a la vez que se reducirá la ampliación adicional requerida de las calzadas en esta área. Este diseño no tiene ningún impacto sobre Yakima Fruit Market and Nursery.
- Community Transit está proponiendo que se utilicen las paradas Stride BRT para su servicio de autobús en Bothell en 104th Avenue NE, Beardslee Boulevard y UW Bothell/Cascadia College and Beardslee Boulevard y NE 195th Street.

Actualizaciones al servicio de autobús de Woodinville:

- Conectar mejor a las personas que viajan entre su casa y el trabajo o escuela desde Woodinville con el tren ligero East Link para mejorar y facilitar las conexiones a Redmond, Seattle and Bellevue. Con esto, proponemos que exista un servicio en Woodinville con una nueva ruta ST Express. Este servicio iniciaría cuando el servicio Línea Stride S3 entre en operación.
- Durante las horas pico, la ruta ST Express dará servicio al centro de Woodinville y al centro de tránsito SR 522/I-405 en Bothell antes de viajar en el carril exprés de peaje I-405 al Transit Hub de Bellevue, en donde los usuarios podrían hacer conexión con el tren ligero y otros servicios de autobús.
- Fuera de las horas pico y en fines de semana, esta ruta prestaría servicio al centro de Woodinville y al Transit Hub SR 522/I-405 en Bothell, en donde los que viajan podrían hacer conexión con las líneas S3 y S2 Stride BRT.
- Este servicio también ofrece la posibilidad de hacer otras paradas en la zona centro de Woodinville. Manténgase al tanto de las oportunidades para que el público exprese su opinión a medida que la ruta de ST Express se desarrolle.

¿Cuál es el estado actual del diseño?

El diseño preliminar que propuso el equipo del proyecto es el siguiente:

12 estaciones Stride BRT en total entre la futura estación Shoreline South/148th del tren ligero Link en Shoreline y el Transit Hub SR 522/I-405 en Bothell. Las estaciones propuestas se ubicarán en las siguientes intersecciones:

- **En Shoreline y Seattle:**
  - 5th Ave NE y NE 148th Street (en la futura estación Shoreline South/148th de tren ligero Link)
  - Entre NE 145th Street y 15th Avenue NE
  - Entre NE 145th Street y 30th Avenue NE
- **En Lake Forest Park:**
  - Entre SR 522 y NE 153rd Street
  - Entre SR 522 y NE 165th Street
  - Entre SR 522 y Ballinger Way NE (junto al Lake Forest Park Town Center)
- **En Kenmore:**
  - Entre SR 522 y 61st Avenue NE
  - Entre SR 522 y 68th Avenue NE
  - Entre SR 522 y 73rd Avenue NE (en el Park-and-Ride de Kenmore)
- **En Bothell:**
  - Entre 98th Avenue NE y NE 182nd Street

- Entre NE 185th Street y 104th Avenue NE
- Entre UW Bothell/Cascadia College-Beardslee Boulevard
- Entre Beardslee Boulevard y NE 195th Street
- Transit Hub en SR 522/I-405

Tres nuevos estacionamientos Park-and-Ride estarán ubicados en:

- Lake Forest Park Town Center
- Estacionamiento Park-and-Ride en Kenmore
- Centro de Bothell, propuesto en el terreno desocupado al sur del estadio Pop Keeney

Entre las mejoras se encuentran las siguientes:

- Nuevos carriles BAT, carriles exclusivos de autobús y configuraciones de carriles con prioridad de tránsito en Seattle/Shoreline, Lake Forest Park y Bothell.
- Nuevas banquetas, rampas que cumplen con la Ley de estadounidenses con discapacidades y otras mejoras en la intersección en Seattle/Shoreline, Lake Forest Park, Kenmore y Bothell.

Entre las mejoras relacionadas que siguen en marcha, pero que no son parte del proyecto Stride BRT, se encuentran:

- Desarrollo con enfoque en el tránsito, posiblemente ubicado cerca de los futuros estacionamientos Park-and-Ride en Lake Forest Park, Kenmore y Bothell.
- Una nueva ruta ST Express en Woodinville para conectar a los usuarios al transporte público de alta capacidad. Las estaciones ST Express propuestas podrían ubicarse en los siguientes lugares:
  - Entre SR 522 y 131st Avenue NE
  - Entre NE 175th Street y 135th Avenue NE
  - Entre 140th Ave NE y NE 179th Street (en el estacionamiento Park-and-Ride Woodinville)

Para aprender más sobre las mejoras que están llegando a su vecindario y escuchar directamente del equipo encargado del proyecto, vea la presentación grabada que se mostrará en los reuniones públicos en línea.

Si desea ver diseños más detallados, consulte nuestras parcelas de rollo de diseño del 30% de cada ciudad:

Seattle/Shoreline:

- NE 145th Street from 5th Avenue NE a 12th Avenue NE (4 MB)
- NE 145th Street from 12th Avenue NE a 22nd Avenue NE (4 MB)
- NE 145th Street from 22nd Avenue NE a 30th Avenue NE (5 MB)
- NE 145th Street from 28th Avenue NE a SR 522 (5 MB)

Lake Forest Park:

- SR 522 from NE 145th Street a NE 153rd Street (5 MB)
- SR 522 from NE 153rd Street a 39th Avenue NE (5 MB)
- SR 522 from 39th Avenue NE a 41st Avenue NE (5 MB)
- SR 522 from 41st Avenue NE a Ballinger Way NE (5 MB)

Kenmore:

- SR 522 from 60th Avenue NE a 62nd Avenue NE (5 MB)
- SR 522 from 67th Avenue NE a 68 Avenue NE (5 MB)
- SR 522 from 73rd Avenue NE a Kenmore Park-and-Ride (7 MB)

Bothell:

- SR 522 from Yakima Fruit Market a 98th Avenue NE (5 MB)
- 98th Avenue NE from SR 522 a NE 185th Street (5 MB)
- NE 185th Street from 98th Avenue NE a 103rd Avenue NE (5 MB)
- NE 185th Street from 103rd Avenue NE a Beardslee Boulevard (5 MB)
- Beardslee Boulevard from NE 185th Street a 112th Avenue NE (4 MB)
- Beardslee Boulevard from 112th Avenue NE a NE 195th Street (6 MB)

Estudio de impacto ambiental

¿Cuáles son los siguientes pasos en el proceso del estudio de impacto ambiental?

Seguiremos realizando estudios de impacto ambiental del proyecto. Sound Transit es la agencia responsable de conformidad con Ley estatal de política ambiental (SEPA, por sus siglas en inglés) de este proyecto y llenará la lista de verificación correspondiente para documentar las conclusiones del estudio de impacto ambiental.

Próximo análisis público y periodo de audiencias públicas en la lista de verificación de la SEPA.

Después de evaluar el proyecto y cumplir con la lista de verificación de la SEPA, Sound Transit publicará una Determinación de umbrales que documentará si se espera que el proyecto tenga impactos adversos considerables y si es posible mitigarlos. Se publicará tanto la lista de verificación como la Determinación de umbrales de la SEPA para el periodo de evaluación y audiencias públicas pertinentes.

El equipo del proyecto publicará los documentos para el periodo de evaluación y audiencias públicas en la primavera. Consulte más información sobre el programa de la SEPA y el periodo de evaluación y de audiencias públicas a través de nuestras actualizaciones del proyecto vía correo electrónico.

Descubra más información sobre el estudio de impacto ambiental -

¿Qué es la SEPA (Ley estatal de política ambiental) y qué es la lista de verificación de la SEPA?

El propósito del estudio de impacto ambiental, llevado a cabo a través de un proceso de la SEPA, es garantizar que las agencias estatales y locales tengan en cuenta los factores ambientales durante la toma de decisiones. Se usa una lista de verificación de la SEPA para identificar, analizar y divulgar el impacto ambiental relacionado con las propuestas, así como para informar sobre las decisiones que toma el gobierno y las dependencias sobre dichas propuestas. En la lista de verificación se contempla tanto el impacto asociado con la construcción como la operación del proyecto.

Sound Transit analiza 16 elementos del ambiente, de conformidad con los requerimientos del proceso de la lista de verificación de la SEPA. La lista de verificación contempla lo siguiente:

Tierra, aire, agua, plantas, animales, energía y recursos naturales, salud medioambiental (materiales peligrosos y sonido), uso terrestre y de las costas, viviendas, estética, luz y brillo, recreación, preservación cultural e histórica, transporte y servicios públicos en general.

Si desea conocer más sobre el proceso SEPA y qué contempla la lista de verificación de la SEPA, eche un vistazo al sitio web del Departamento de Ecología de Washington y al Reglamento SEPA de Sound Transit.

¿Qué sucede después del revisión público de la lista de verificación y la Determinación de umbrales de la SEPA?

Sound Transit tendrá en consideración todos los comentarios recibidos en la Determinación de umbrales de la SEPA antes de solicitar a la Junta de Sound Transit que autorice la puesta en marcha del proyecto. Para decidir si el proyecto debe continuar a la fase final de diseño y construcción, la Junta tendrá en consideración el resultado del estudio de impacto ambiental, junto con otros datos técnicos y económicos.

¿Cuál es el siguiente paso?

¿Cómo seguirá avanzando el proyecto?

Luego de haber completado la lista de verificación de la SEPA y haber concluido el periodo de audiencias públicas en la primavera, el equipo encargado del proyecto pedirá a la Junta de Sound Transit que identifique el proyecto que se construirá, lo que permitirá que el proyecto avance a las siguientes fases: diseño y construcción. El programa está sujeto a cambios debido a la recesión causada por la crisis de COVID-19 y al constante proceso de realineación de la Junta de Sound Transit.

Programa previo al COVID-19 - Sujeto a ajustes

Haga clic para ampliar la imagen

En la próxima fase de diseño, el equipo encargado del proyecto presentará lo siguiente:

- Concluiremos el diseño de calzadas y aceras.
- Concluiremos el diseño de las estaciones y del arte público.
- Realizaremos el 30 % del diseño de los estacionamientos Park-and-Ride.
- Obtendremos los permisos de uso de suelo, ambientales y de construcción.
- Iniciaremos el proceso de adquisición de propiedades.
- Seguiremos comprometiéndonos y proporcionando oportunidades de retroalimentación del público, de grupos comunitarios, negocios, funcionarios electos y organismos asociados para que compartan su opinión y aporten al diseño.

Suscríbase a nuestra lista de correos electrónicos para no perderse de futuras actualizaciones.

Modificaciones en el servicio para los usuarios

A partir del otoño de 2021, la ruta de Sound Transit (ST) Express 522 será redirigida hacia la futura estación Roosevelt del tren ligero Link. De ahí, los usuarios podrán tomar el tren ligero Link dirección sur hacia el centro de

Seattle y hacia el Aeropuerto Internacional Seattle-Tacoma, o bien, dirección norte hacia Northgate. En 2024/2025, SR 522/NE 145th BRT se conectará con la futura estación Shoreline South/148th del tren ligero Link.

Nuestra meta es garantizar que el futuro sistema BRT complemente y brinde el servicio de tránsito local y regional más eficiente a la comunidad, que incluye evitar brindar servicios duplicados, reducir los tiempos de viaje y facilitar los transbordos. En su carácter de agencia, el modelo de servicio de Sound Transit es el de redirigir el servicio de autobuses para conectarse con la creciente red del tren ligero Link. Al redirigir la existente ruta ST Express 522 y conectar el BRT con el tren ligero Link en Shoreline, el servicio de tránsito en la ruta entre SR 522 y NE 145th podrá evitar la congestión de la zona y, por lo tanto, ser más rápido y confiable. Continuaremos trabajando de cerca con nuestros socios, King County Metro y Community Transit, para determinar la mejor manera en que se puedan integrar nuestros servicios con sus rutas actuales y futuras.

2021 - *Proyecto de movilidad de las conexiones de North Link de King County Metro:*

- Con la apertura del tren ligero Northgate Link en 2021, King County Metro modificará las rutas de los autobuses e introducirá nuevas opciones de movilidad en el norte del condado de King y a lo largo de SR 522 y NE 145th Street.
- En octubre de 2020, los miembros del King County Council llevaron a cabo una asamblea pública virtual para informar a miembros de la comunidad y darles la oportunidad de dar retroalimentación. Lea los detalles de su plan y conozca más sobre futuras oportunidades para participar y opinar.

Dueños de propiedades a lo largo del corredor

- Desde enero de 2020, nos hemos reunido continuamente con propietarios de negocios y viviendas colindantes al corredor del proyecto, quienes podrían ser afectados por el mismo.
- Nuestra meta es comunicarnos con ustedes para proporcionar información sobre el proyecto y el posible impacto, así como para conocer más sobre sus necesidades y circunstancias. Queremos ser tan transparentes como sea posible sobre el desarrollo del proyecto para que estén al tanto de los siguientes pasos del proyecto y así puedan tomar decisiones informadas en relación con sus propiedades.
- Si usted es dueño de propiedad y ya recibió una carta de Sound Transit pero no se ha reunido con el equipo encargado del proyecto para hablar sobre su propiedad, envíe un correo electrónico a brt@soundtransit.org para concertar una llamada telefónica o una reunión virtual.
- Asimismo, visite nuestra página de recursos en línea para dueños de propiedades para contactar con los integrantes del proyecto a través de nuestra serie de videos, revisar nuestras preguntas frecuentes y consultar otros recursos del proyecto.

Posibles glorietas de la Ciudad de Shoreline en NE 145th Street en I-5

- La ciudad de Shoreline está trabajando en el proyecto de la intersección en NE 145th Street y la I-5 para construir dos glorietas: una en la intersección de la rampa de entrada y salida de la I-5 hacia el sur, y otra en la intersección de NE 145th Street y 5th Avenue NE.
- La ciudad y Sound Transit firmaron una carta de mutuo acuerdo sobre las mejoras de Stride BRT a lo largo de NE 145th Street, que incluye un apartado del financiamiento conjunto de las glorietas.

- Vea el concepto del diseño y obtenga más información en el sitio web del proyecto de la ciudad.

¡Comparta su opinión!

Responda nuestra breve encuesta para hacernos saber cómo podemos mejorar nuestro compromiso con usted.

Cómo mejorar nuestro compromiso 💬

Conforme avanzamos con el diseño y la construcción, nos comprometemos a mantenerlos informados y a seguir dándoles la oportunidad de participar. Compártanos sugerencias sobre cómo mejorar nuestra comunicación con usted.

¿Por qué medio se enteró del proyecto? (Marque todas las respuestas que correspondan)

- [ ] Sitio web del proyecto
- [ ] Feria/festival local
- [ ] Fuentes de noticias locales o regionales
- [ ] Redes sociales
- [ ] Postal
- [ ] Actualizaciones por correo electrónico del proyecto
- [ ] Soy propietario o arrendatario de una vivienda y he estado en contacto con el equipo del proyecto
- [ ] Soy miembro de una organización comunitaria y recibí información del equipo del proyecto
- [ ] He participado o planeo participar en las reuniones públicas presenciales o virtuales del proyecto
- [ ] He visitado las casas abiertas previas del proyecto en línea
- [ ] Otro (favor de especificar)

¿Tiene otras ideas que nos permitan llegar o involucrar a más miembros de la comunidad?

Actualmente tenemos publicidad en las siguientes fuentes de noticias. ¿Cuál de ellas lee de manera habitual? (Marque todas las respuestas que correspondan)

- [ ] Shoreline Area News
- [ ] Bothell-Kenmore Reporter
- [ ] Seattle Chinese Times
- [ ] La Raza Del Noroeste
- [ ] Woodinville Weekly
- [ ] No leo ninguna de esas fuentes de noticias

¿En qué otro medio consulta las noticias de su comunidad?

¿Es parte de alguna organización o asociación comunitaria? De ser así, ¿cómo se llaman esas organizaciones? ¿Las organizaciones a las que pertenece estarían dispuestas a recibir información o a participar con nosotros conforme avanzamos con el diseño del proyecto?

¿Vive o trabaja en alguna de las siguientes ciudades? (Marque todas las respuestas que correspondan)

- [ ] Seattle/Shoreline
- [ ] Lake Forest Park
- [ ] Kenmore
- [ ] Bothell
- [ ] Woodinville

Perfil demográfico

¿Estaría dispuesto a proporcionar información demográfica?

- (•) Sí
- ( ) No

¿Cuántos años tiene?

- ( ) <19
- ( ) 19-24
- ( ) 25-34
- ( ) 35-49
- ( ) 50-64
- ( ) 65 o más

¿Cuál es su identidad de género?

- ( ) Femenina
- ( ) Masculina
- ( ) No binaria
- ( ) Prefiero describirme así:
- ( ) Prefiero no responder

¿Cuál de las siguientes frases describe de mejor manera su situación laboral? (Marque todas las respuestas que correspondan)

- [ ] Empleado de tiempo completo
- [ ] Empleado de medio tiempo
- [ ] Desempleado y en busca de trabajo
- [ ] Estudiante (medio tiempo)
- [ ] Estudiante (tiempo completo)
- [ ] Jubilado

- [ ] No puedo trabajar
- [ ] Otro (favor de especificar):
- [ ] Prefiero no responder

¿Cuál de las siguientes opciones describe mejor su situación de vivienda?

- ( ) Rento mi propio departamento/casa
- ( ) Soy dueño de mi propio departamento/casa
- ( ) Vivo con un amigo o familiar
- ( ) Vivo en un refugio a corto plazo/temporal
- ( ) Vivo en una residencia a largo plazo o de servicios de vivienda permanente
- ( ) Vivienda de transición o un "asentamiento" de indigentes autorizado
- ( ) Sin hogar/sin refugio
- ( ) Otro (favor de especificar):
- ( ) Prefiero no responder

¿Se identifica como hispano, latino o con orígenes españoles?

- ( ) Sí
- ( ) No

¿Se identifica como alguna de las siguientes opciones? (Marque todas las respuestas que correspondan)

- [ ] Indígena estadounidense o nativo de Alaska
- [ ] Asiático o asiático estadounidense
- [ ] Negro o afroestadounidense
- [ ] Indígena de Hawái o de otra isla del Pacífico
- [ ] Blanco
- [ ] Otro (favor de especificar):

¿Tiene acceso confiable a un vehículo automotor en su hogar?

- ( ) Sí
- ( ) No
- ( ) Prefiero no responder

¿Cuál es el código postal del lugar donde vive?

- ( ) El código postal del lugar donde vivo es (escríbalo aquí):
- ( ) Actualmente no tengo código postal porque no vivo en un refugio/no tengo hogar
- ( ) No sé
- ( ) Prefiero no responder

¿Qué idiomas se hablan regularmente en su hogar?

- [ ] Inglés
- [ ] Español
- [ ] Cantonés
- [ ] Mandarín
- [ ] Coreano
- [ ] Tagalo
- [ ] Ruso
- [ ] Vietnamita

- [ ] Somalí
- [ ] Otro (favor de especificar)

Si habla un idioma que no sea inglés, ¿qué tan bien habla inglés?

- ○ Muy bien
- ○ Bien
- ○ No tan bien
- ○ Para nada
- ○ No hablo un idioma que no sea inglés

¿Considera que tiene una discapacidad que afecta la manera en la que usa el transporte público?

- ○ Sí
- ○ No
- ○ Prefiero no responder

¿Cuáles de las siguientes funciones o servicios de Sound Transit ha usado? (Marque todas las respuestas que correspondan)

- [x] Anuncios de paradas automatizados
- [x] Los asientos preferenciales
- [x] Letreros con tipografía grande
- [x] Autobuses con carrocería que desciende
- [x] Bandas táctiles
- [x] Elevador/rampa
- [x] Ayuda del conductor para abordar
- [x] Lector de pantalla
- [x] Letreros en braille
- [x] Sujetadores para sillas de ruedas
- [ ] Otro (favor de especificar)
- [ ] Ninguno de los anteriores
- [ ] Prefiero no responder

Los anuncios de paradas automatizados (seleccione una respuesta):

- ○ Son inadecuados para mis necesidades de movilidad
- ○ Satisfacen en cierto grado mis necesidades de movilidad
- ○ Satisfacen por completo mis necesidades de movilidad

Los asientos preferenciales (seleccione una respuesta):

- ○ Son inadecuados para mis necesidades de movilidad
- ○ Satisfacen en cierto grado mis necesidades de movilidad
- ○ Satisfacen por completo mis necesidades de movilidad

Los letreros con tipografía grande (seleccione una respuesta):

- ○ Son inadecuados para mis necesidades de movilidad
- ○ Satisfacen en cierto grado mis necesidades de movilidad
- ○ Satisfacen por completo mis necesidades de movilidad

Los autobuses con carrocería que desciende (seleccione una respuesta):

- ◯ Son inadecuados para mis necesidades de movilidad
- ◯ Satisfacen en cierto grado mis necesidades de movilidad
- ◯ Satisfacen por completo mis necesidades de movilidad

Las bandas táctiles (seleccione una respuesta):

- ◯ Son inadecuadas para mis necesidades de movilidad
- ◯ Satisfacen en cierto grado mis necesidades de movilidad
- ◯ Satisfacen por completo mis necesidades de movilidad

Los elevadores/rampas (seleccione una respuesta):

- ◯ Son inadecuados para mis necesidades de movilidad
- ◯ Satisfacen en cierto grado mis necesidades de movilidad
- ◯ Satisfacen por completo mis necesidades de movilidad

La ayuda del conductor para abordar (seleccione una respuesta):

- ◯ Es inadecuada para mis necesidades de movilidad
- ◯ Satisface en cierto grado mis necesidades de movilidad
- ◯ Satisface por completo mis necesidades de movilidad

El lector de pantalla (seleccione una respuesta):

- ◯ Es inadecuado para mis necesidades de movilidad
- ◯ Satisface en cierto grado mis necesidades de movilidad
- ◯ Satisface por completo mis necesidades de movilidad

Los letreros en braille (seleccione una respuesta):

- ◯ Son inadecuados para mis necesidades de movilidad
- ◯ Satisfacen en cierto grado mis necesidades de movilidad
- ◯ Satisfacen por completo mis necesidades de movilidad

Los sujetadores para sillas de ruedas (seleccione una respuesta):

- ◯ Son inadecuados para mis necesidades de movilidad
- ◯ Satisfacen en cierto grado mis necesidades de movilidad
- ◯ Satisfacen por completo mis necesidades de movilidad

¿Cuáles de las siguientes funciones o servicios necesita para participar en nuestras reuniones públicas en línea o en la asamblea pública virtual? (Marque todas las respuestas que correspondan)

- ☐ Interpretación verbal a un idioma que no sea inglés
- ☐ Subtítulos en inglés
- ☐ Subtítulos en un idioma que no sea inglés, como español
- ☐ Interpretación al lenguaje estadounidense de señas (ASL)
- ☐ Interpretación a un lenguaje de señas que no sea inglés
- ☐ Ninguno de los anteriores

¿Qué idioma necesita?

¿Cuántas personas viven en su hogar (incluido usted)?

- ◯ 1 (vivo solo)
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6 o más

¿A cuánto ascienden los ingresos anuales totales de su hogar?

- ◯ Menos de $10,000
- ◯ De $10,000 a $14,999
- ◯ De $15,000 a $19,999
- ◯ De $20,000 a $24,999
- ◯ De $25,000 a $34,999
- ◯ De $35,000 a $49,999
- ◯ De $50,000 a $74,999
- ◯ De $75,000 a $99,999
- ◯ De $100,000 a $149,999
- ◯ De $150,000 a $199,999
- ◯ $200,000 o más
- ◯ Prefiero no responder

Enviar

Descripción general del proyecto y contacto

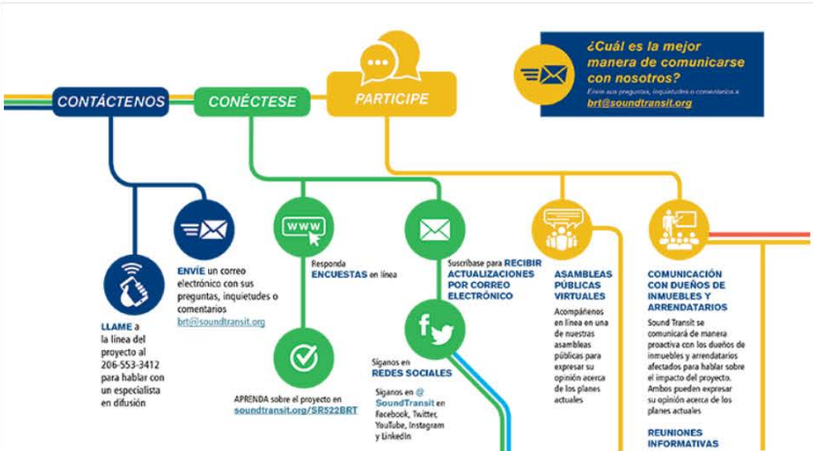
¿No conoce el sistema BRT?

Visite nuestro sitio web del proyecto para aprender más sobre los inicios de este proyecto. De igual forma, puede ver el siguiente video, en donde encontrará una breve introducción sobre BRT y la Línea Stride S3, así como leer nuestro resumen publicado en verano de 2020 para conocer más sobre la participación de la comunidad el año pasado. Tenga en cuenta que la fecha anticipada para dar inicio al servicio de BRT está sujeta a cambios debido a la recesión causada por la crisis de COVID-19 y al constante proceso de realineación de la Junta de Sound Transit.

Seguirá recibiendo noticias nuestras durante los próximos veces vía correo electrónico sobre actualizaciones del proyecto. Suscríbase a nuestra lista de correo para mantenerse al tanto del proyecto.

Solicitar actualizaciones por correo electrónico

Cómo participar



Comuníquese con nosotros

Alcance comunitario de Sound Transit
Teléfono: 206-553-3412
Correo electrónico: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

El personal de nuestro proyecto seguirá coordinándose con el personal de King County Metro, Community Transit y el WSDOT relativo a sus proyectos en la zona. Si tiene comentarios acerca de sus servicios, comuníquese con ellos mediante los siguientes enlaces:

- King County Metro
- Community Transit
- WSDOT

Haga clic para ampliar la imagen

¿Tiene preguntas en general? Comuníquese con nosotros:

Participación comunitaria de Sound Transit
Teléfono: 206-553-3412
Correo electrónico: brt@soundtransit.org
Web: soundtransit.org/SR522BRT

¿Necesita ayuda en línea o en persona?

Dudas sobre accesibilidad:
Teléfono: 1-800-201-4900, servicio de retransmisión TTY 711
Correo electrónico: main@soundtransit.org
Lunes - viernes, 7 a. m. a 7 p. m.

Otros servicios:

Consultas generales de los usuarios:
Teléfono: 1-888-889-6368, servicio de retransmisión TTY 711
Correo electrónico: main@soundtransit.org
Lunes - viernes, 7 a. m. a 7 p. m.

Llame o envié un mensaje de texto 24/7 al departamento de seguridad al: 206-398-5268

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SOUNDTRANSIT

Comparta este sitio con otras personas

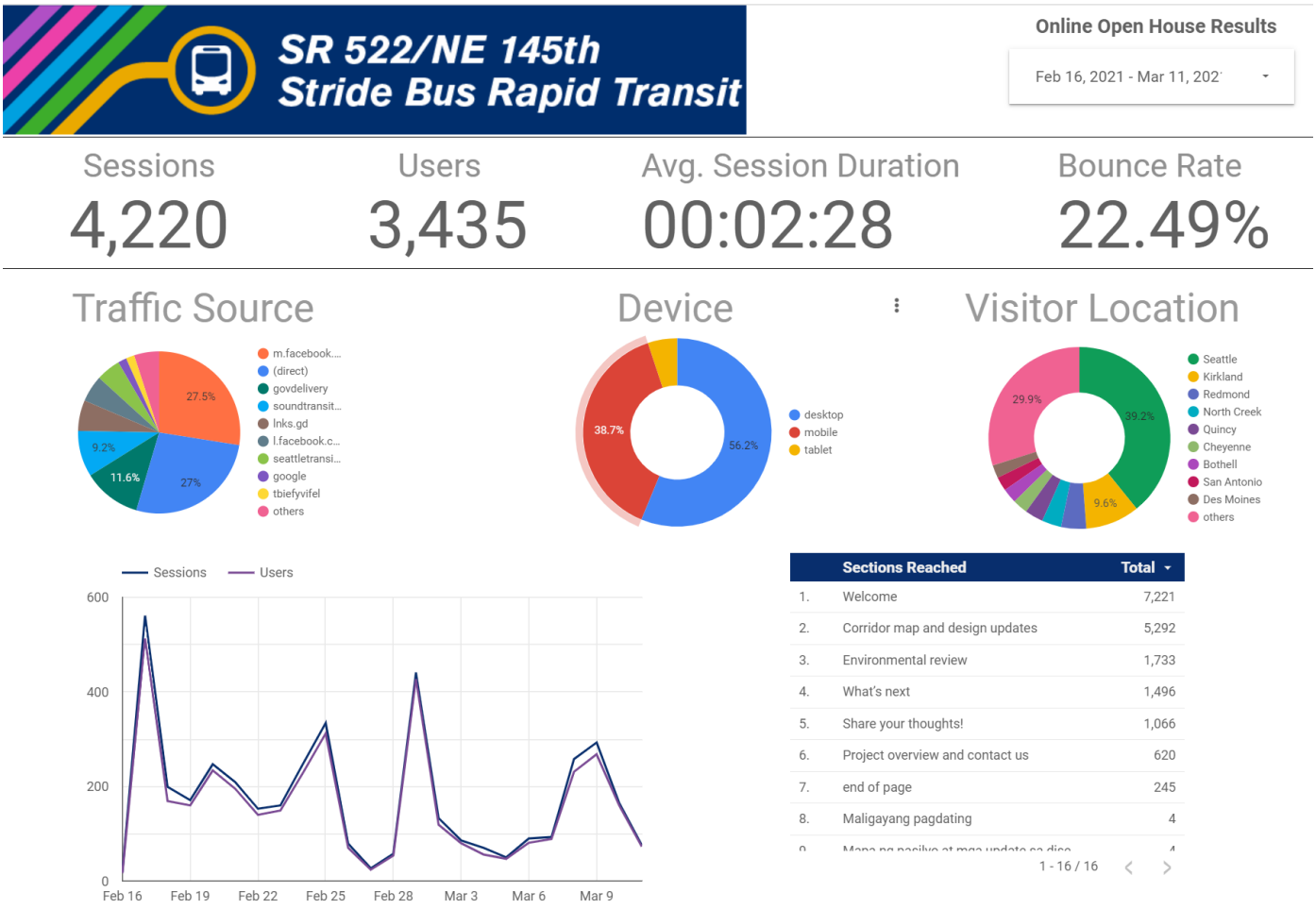
Síganos

APPENDIX H

Online open house analytics

The following screenshots shows the analytics of the online open house (in English, Simplified Chinese and Spanish), including the total number of visits to the online open house, the number of unique visitors, the traffic sources of the visits and the average time spent on each page of the online open house.

English:



https://sr522brt.participate.online/

participate.online
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Online Open House Results

Feb 16, 2021 - Mar 11, 202

Sessions	Users	Bounce Rate
4,220	3,435	22.5%

Top 5 Traffic Referrers

	Source	Sessions	Total Ev...
1.	m.facebook.com	1,156	6,147
2.	soundtransit.org	386	3,208
3.	lnks.gd	258	1,974
4.	l.facebook.com	223	1,562
5.	seattletransitblog.com	204	1,681
6.	t.co	42	235
7.	facebook.com	14	75

1 - 35 / 35

	Page	Pageviews
1.	sr522brt.participate.online/	4,262
2.	sr522brt.participate.online/__	11
3.	sr522brt.participate.online/?fbclid=IwAR1LPn_KWDZuB_W...	3

1 - 100 / 600

Top 5 Traffic Sources / Mediums

	Source / Medium	Sessions
1.	m.facebook.com / referral	1,156
2.	(direct) / (none)	1,136
3.	govdelivery / email	486
4.	soundtransit.org / referral	386
5.	lnks.gd / referral	258
6.	l.facebook.com / referral	223
7.	seattletransitblog.com / referral	204

1 - 49 / 49

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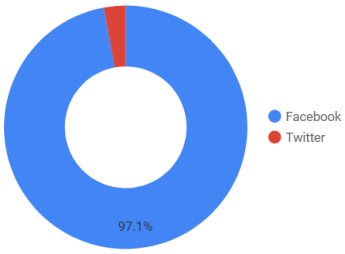
SR 522/NE 145th Stride Bus Rapid Transit

Online Open House Results

Feb 16, 2021 - Mar 11, 202

Sessions	Users	Social Referrals
4,220	3,435	1,458

Top Referral Platforms



Top Sharing Cities

No data

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Glossary

Online Open House Results

Feb 16, 2021 - Mar 11, 202

Term	Definition	Indicators
Session / Sessions / Traffic	Visits to the website. A grouping of sessions may also be referred to as "Traffic".	▲ More sessions mean people are interested in learning more about the topic based on the intro they saw elsewhere. ▼ Fewer sessions mean people are less interested.
User / Users	An individual person who visits the website. Some users are tracked across devices (ex: someone visits the site from both their desktop and smartphone) thanks to cookies AKA tracking codes. Some are not.	▲ More users mean people are interested in learning more about the topic based on the intro they saw elsewhere. ▼ Fewer users mean people are less interested.
Responses	The number of survey responses.	▲ More people are completing the survey(s). ▼ Fewer people are completing the survey(s).
Shares	The number of times the website has been shared via the website's sharing buttons. People can share the website via Facebook, Twitter, Pinterest, Google+, LinkedIn, Tumblr, Gmail, email, and printing the web page.	▲ More people are sharing the website. ▼ Fewer people are sharing the website.
Traffic Sources - Direct, Referral, and Organic	There are three basic types of traffic acquisition: direct, referral, and organic. Direct traffic starts by someone typing in the website URL into their browser. Referral traffic starts on another website and someone follows a link to our website. (This is listed as the referring website URL in our report.) Organic traffic starts by someone using a search engine to find our website. This may be reported as the search engine name rather than "Organic".	-
% of Engaged Readers	In our reports, this refers to the percentage of people who visit at least three pages.	▲ More people are visiting at least three pages. ▼ Fewer people are visiting at least three pages.
Bounce Rate / Bounces	The rate at which people visit one page of the website and then leave without looking at any other pages. A 'bounce' is one instance. Calculated as (Bounces ÷ Sessions = Bounce Rate).	▲ More people are looking at one page of the website and leaving without reading more. ▼ Fewer people are exploring the website and reading more than one page.

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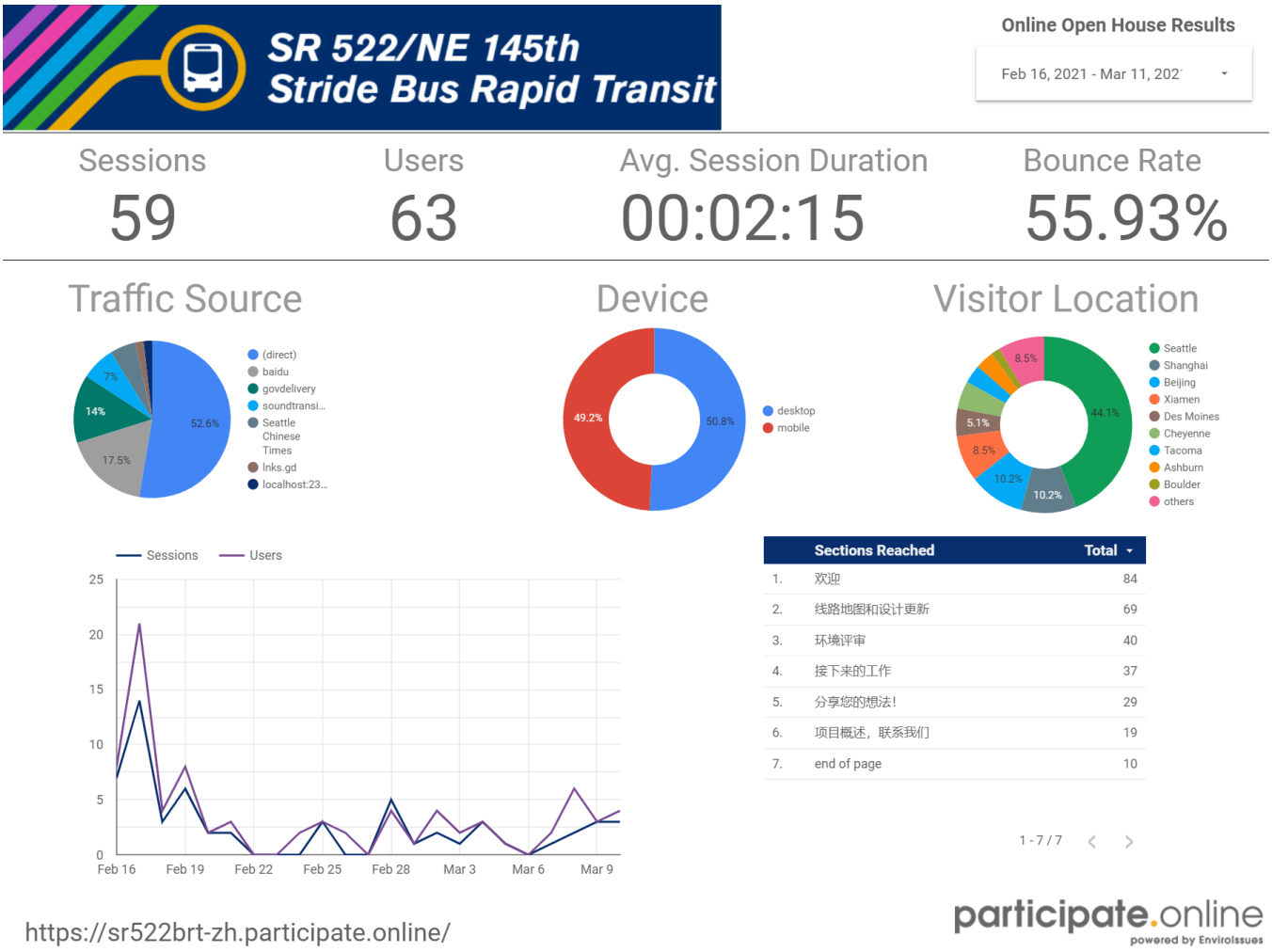
Simplified Chinese:



https://sr522brt-zh.participate.online/

participate.online
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Online Open House Results

Feb 16, 2021 - Mar 11, 202

Sessions	Users	Bounce Rate
59	63	55.9%

Top 5 Traffic Referrers

	Source	Sessions	Total Ev...
1.	soundtransit.org	4	52
2.	localhost:23903	1	5
3.	lnks.gd	1	0
4.	wrike.com	0	6
5.	seattletransitblog.com	0	3
6.	m.facebook.com	0	23

1 - 6 / 6

	Page	Pageviews
1.	sr522brt-zh.participate.online/	131

1 - 1 / 1

Top 5 Traffic Sources / Mediums

	Source / Medium	Sessions
1.	(direct) / (none)	30
2.	baidu / organic	10
3.	govdelivery / email	8
4.	soundtransit.org / referral	4
5.	Seattle Chinese Times / ad	3
6.	localhost:23903 / referral	1
7.	lnks.gd / referral	1

1 - 7 / 7

https://sr522brt-zh.participate.online/

participate.online
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Online Open House Results

Feb 16, 2021 - Mar 11, 202

Sessions	Users	Social Referrals
59	63	No data

Top Referral Platforms

No data

Top Sharing Cities

No data

https://sr522brt-zh.participate.online/

participate.online
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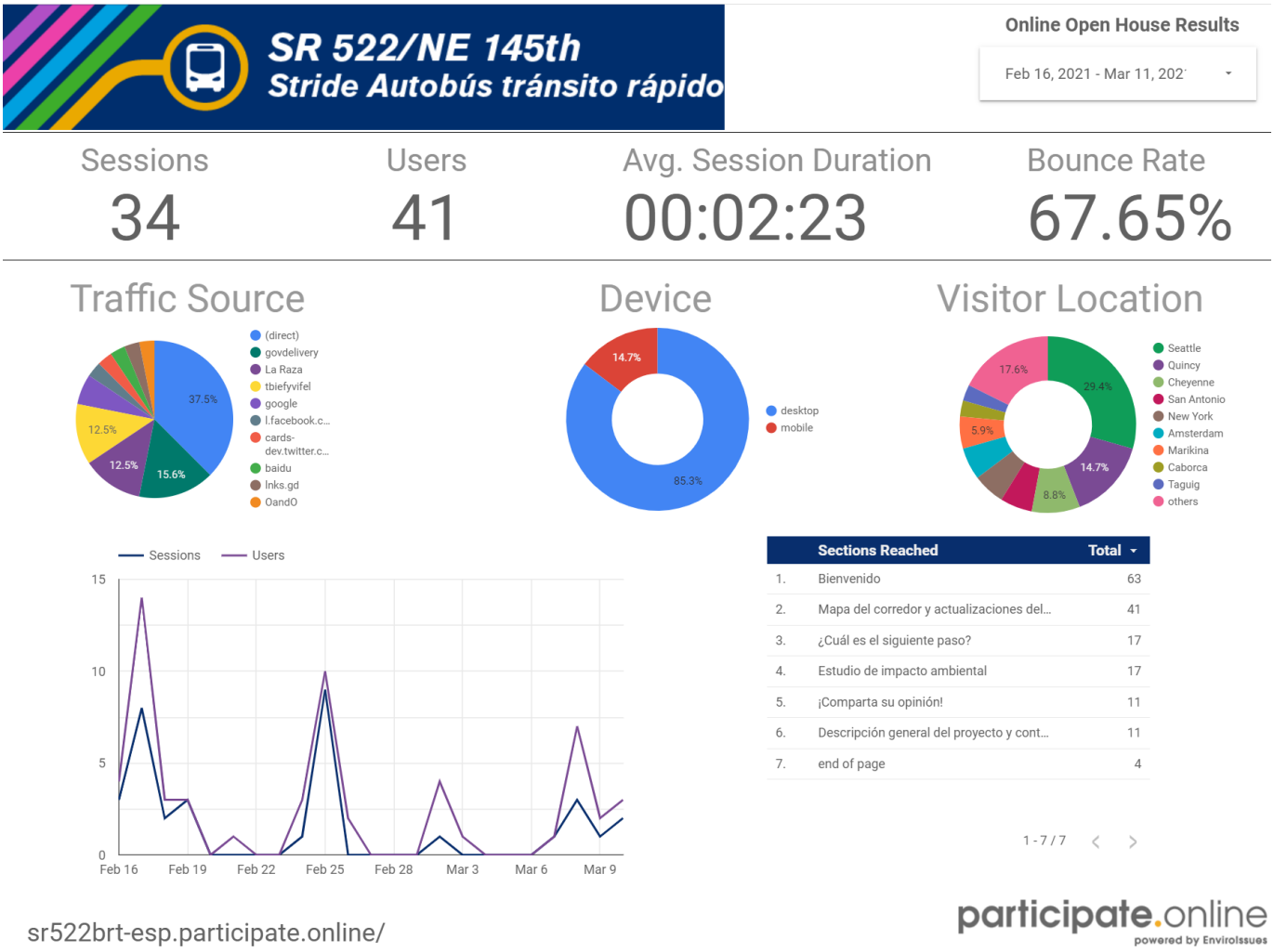
Spanish:



sr522brt-esp.participate.online/

participate.online
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Online Open House Results

Feb 16, 2021 - Mar 11, 202

Sessions	Users	Bounce Rate
34	41	67.6%

Top 5 Traffic Referrers

	Source	Sessions	Total Ev...
1.	lnks.gd	1	0
2.	cards-dev.twitter.com	1	0
3.	l.facebook.com	1	0
4.	localhost:23903	0	5
5.	soundtransit.org	0	3
6.	wrike.com	0	6

1 - 6 / 6

	Page	Pageviews
1.	sr522brt-esp.participate.online/	101

1 - 1 / 1

Top 5 Traffic Sources / Mediums

	Source / Medium	Sessions
1.	(direct) / (none)	12
2.	govdelivery / email	5
3.	La Raza / ad	4
4.	tbiefyvifel / email	4
5.	google / organic	2
6.	lnks.gd / referral	1
7.	cards-dev.twitter.com / referral	1

1 - 10 / 10

sr522brt-esp.participate.online/

participate.online
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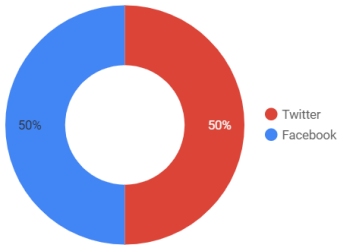
SR 522/NE 145th
Stride Autobús tránsito rápido

Online Open House Results

Feb 16, 2021 - Mar 11, 202

Sessions	Users	Social Referrals
34	41	2

Top Referral Platforms



Top Sharing Cities

No data

sr522brt-esp.participate.online/

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APPENDIX I

Online open house demographics survey

Visitors to the online open house were asked to answer demographics questions in an option section of the survey. The results are summarized below. 43 users on the English site provided demographic information and two users on the Simplified Chinese site provided demographic information, for a combined total of 45 demographic survey responses (*N* = 45). See tables and graphs below for responses to each demographic question.

Table I-1 Age information provided by demographics survey respondents

What is your age?	Number of respondents	Percent
19-24	3	7%
25-34	9	20.9%
35-49	7	16.3%
50-64	17	39.5%
65 or older	7	16.3%
Total responses	43	100%

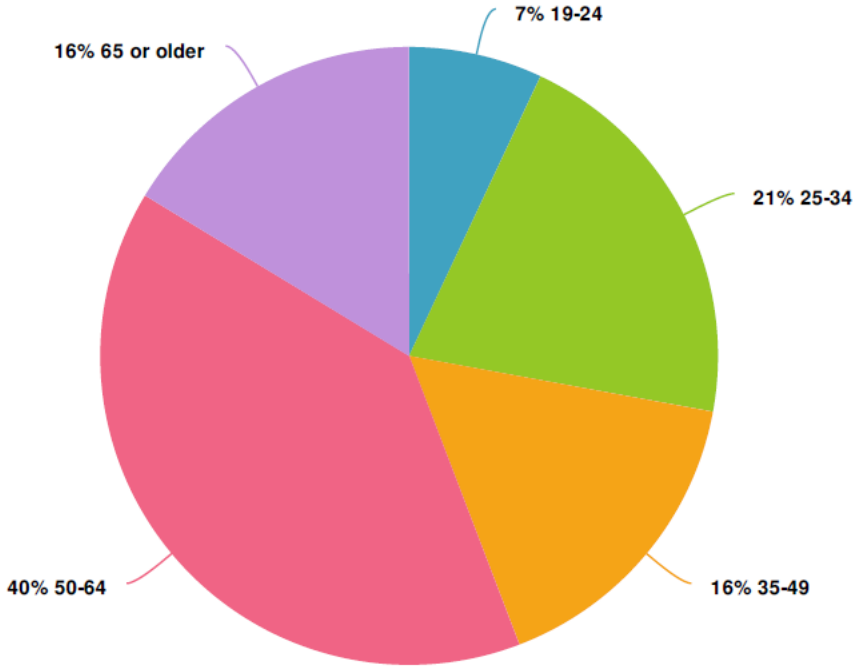

Figure I-1 Age information provided by demographics survey respondents

Table I-2 Gender information provided by demographics survey respondents

What is your gender identity?	Number of respondents	Percent
Female	19	44.2%
Male	23	53.5%
Non-Binary	1	2.3%
Total responses	43	

Table I-3 Work status of demographics survey respondents

What best describes your work status? (Check all that apply)	Number of respondents	Percent
Employed full-time	28	65.1%
Employed part-time	3	7%
Unemployed and seeking work	3	5%
Student (full-time)	2	4.7%
Retired	5	11.6%
Unable to work	2	4.7%
Other	1	2.3%
Total responses	44*	116.7%*

** The total percent and number of responses for this question is greater than the total number of survey participants who provided demographic information (N = 43) because respondents could select more than one option.*

Table I-4 Living situation of demographics survey respondents

Which of the following best describes your living situation?	Number of respondents	Percent
Rent my own apartment/house	14	14%
Own my own apartment/house	25	25%
Live with a friend or relative	3	3%
Long-term or Permanent Housing Services residence	1	1%
Total responses	43	100%

Table I-5 Demographics survey respondents who identify as Hispanic or Latinx

Do you identify yourself as Hispanic or Latinx?	Number of respondents	Percent
Yes	2	4.8%
No	40	95.2%
Total responses	42	100%

Table I-6 Race or ethnicity information provided by demographics survey respondents

Do you identify yourself as: (check all that apply)	Number of respondents	Percent
American Indian or Alaskan Native	2	4.8%
Asian or Asian American	7	16.7%
Black or African American	1	2.4%
Native Hawaiian or Other Pacific Islander	1	2.4%
White	35	83.3%
Other	3	7.1%
Total responses	46*	116.7%*

** The total percent and number of responses for this question is greater than the total number of survey participants who provided demographic information (N = 43) because respondents could select more than one option.*

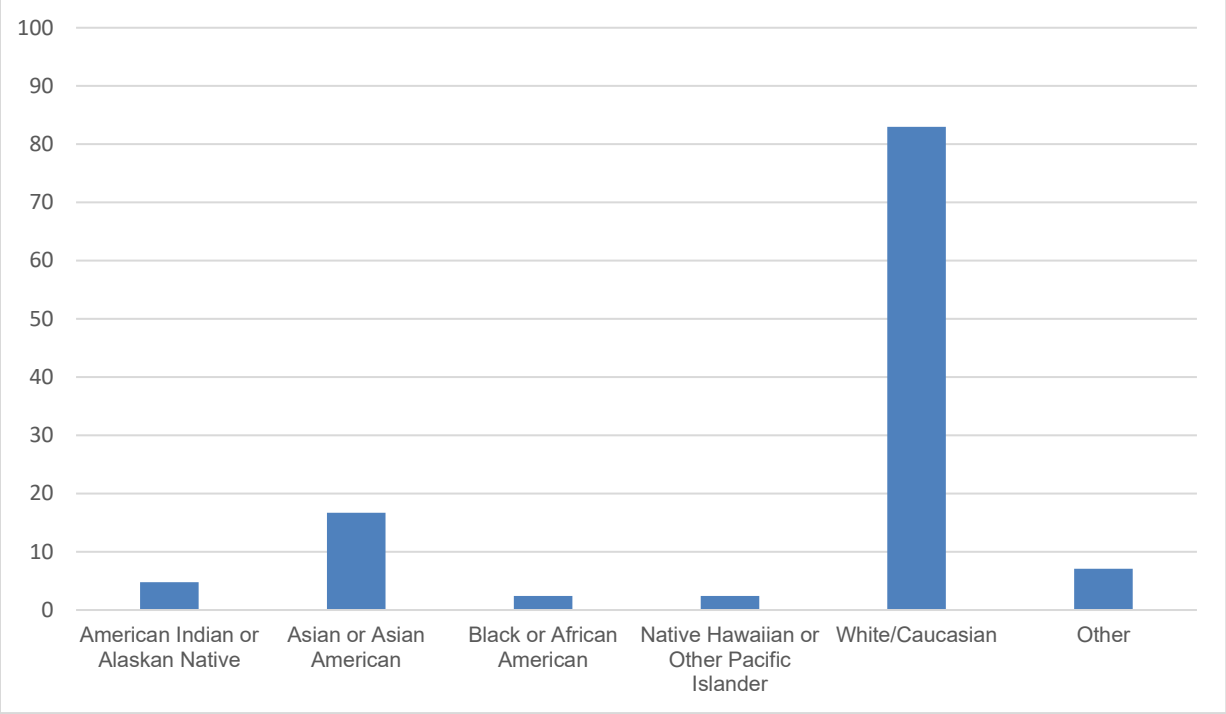

Figure I-2 Race or ethnicity information provided by demographics survey respondents

Table I-7 Demographics survey respondents who have reliable access to a working motor vehicle at home

Do you have reliable access to a working motor vehicle at home?	Number of respondents	Percent
Yes	35	81.4%
No	8	18.6%
Total responses	43	100%

Table I-8 Language information provided by demographics survey respondents

What languages are regularly spoken in your home?	Number of respondents	Percent
English	41	95.3%
Spanish	4	95.3%
Cantonese	1	2.3%
Mandarin	1	2.3%
Total responses	47*	100%

** The number of responses for this question is greater than the total number of survey participants who provided demographic information (N = 43) because respondents could select more than one option.*

Table I-9 English proficiency information provided by demographics survey respondents

If you speak a language other than English, how well do you speak English?	Number of respondents	Percent
Very well	8	23.5%
Well	2	5.9%
Less than well	2	5.9%
I do not speak a language other than English	22	64.7%
Total responses	34	100%

Table I-10 Demographics survey respondents who consider themselves to have a disability

Do you consider yourself to have a disability that impacts your use public transportation?	Number of respondents	Percent
Yes	5	11.6%
No	38	88.4%
Total responses	114	100%

Table I-11 Accessible transit feature usage provided by demographics survey respondents

Which of the following Sound Transit's accessibility features have you used? (Check all that apply)	Number of respondents	Percent
Automated stop announcements	12	30.8%
Priority seating	4	10.3%
Large print signs	5	12.8%
Bus lowering/kneeling feature	5	12.8%
Tactile strips	1	2.6%
Lift/ramp	4	10.3%
Assistance from the operator to board	1	2.6%
Screen reader	1	2.6%
Braille signage	1	2.6%
Wheelchair securement	1	2.6%
None of the above	23	59%
Total responses	58	149%

** The number of responses for this question is greater than the total number of survey participants who provided demographic information (N = 43) because respondents could select more than one option.*

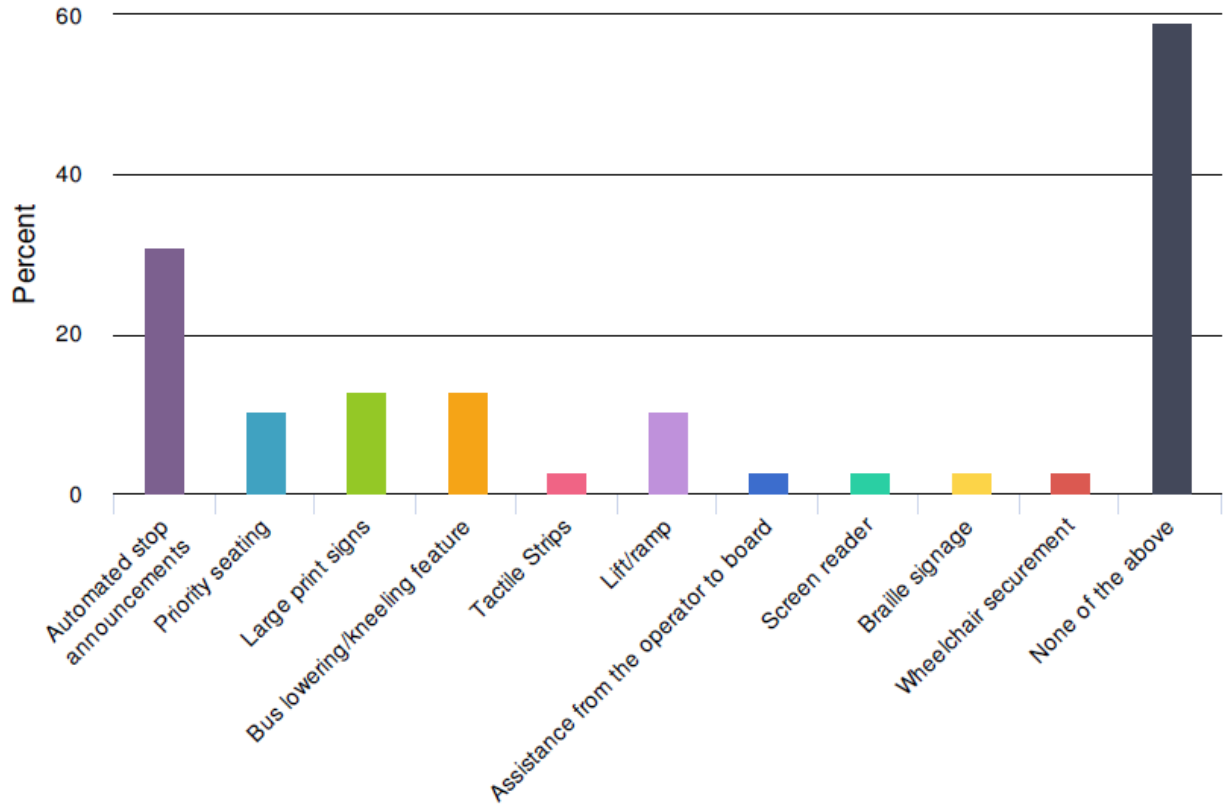

Figure I-3 Accessible transit feature usage information provided by demographics survey respondents

Table I-12 Household occupant information provided by demographics survey respondents

How many people are in your household (including yourself?)	Number of respondents	Percent
1 (I live alone)	12	28.6%
2	18	42.9%
3	4	9.5%
4	7	16.7%
5	1	2.4%
Total responses	42	100%

Table I-13 Total household annual earnings of demographics survey respondents

What is your household's total annual earnings?	Number of respondents	Percent
Less than $10,000	1	2.3%
$15,000 to $19,999 2	1	2.3%
$25,000 to $34,999	4	9.3%
$50,000 to $74,999	4	9.3%
$75,000 to $99,999	8	18.6%
$100,000 to $149,999	7	16.3%
$150,000 to $199,999	5	11.6%
$200,000 or more	4	9.3%
I prefer not to say	9	20.9%
Total responses	43	100%

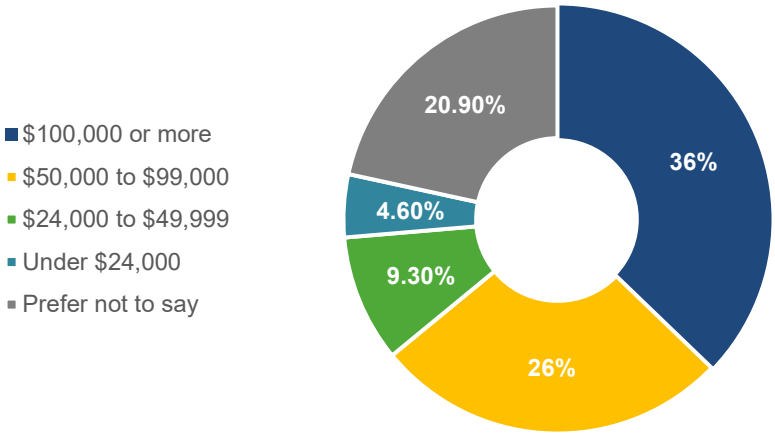

Figure I-4 Annual household earnings of demographics survey respondents

APPENDIX J

Public comments and emails

The following pages are a report of all comments/questions received from the online public meetings—either through the registration process or "live" during the meetings themselves. Please note that personally identifying information (e.g., addresses) were removed, and comments that were merely rhetorical responses (e.g., "Thanks") are not included in this appendix.

	Date received	Comment	Jurisdiction(s) comment relates to
7	3/2/2021	I would like to discuss how transit will relieve Juanita as the St Ed's lodge opens while connecting us TO 522 transit	Kenmore
8	3/2/2021	What is the trip time (during rush hour) from (1) Kenmore to Shoreline Station, and (2) from the Shoreline Station to Downtown?	Kenmore
9	3/2/2021	I need to know a better time line for waht is happening at the intersection of 68th street in Kenmore	Kenmore
10	3/2/2021	Update on Yakima Fruit Stand, and how that will affect the project.	Bothell
11	3/2/2021	Are we right-sizing our transit system in light of cultural changes in how we manage work, education, shopping and recreation?	All
12	3/2/2021	[1] BRT stops in Kenmore [2] Existing bus service (SR 522 and Metro 372)	Kenmore
13	3/2/2021	Ease of transfer to Light Rail vs direct connectivity to Seattle using 522	All
14	3/2/2021	Will ST provide safe pedestrian overpass at 73rd /522 intersection from park in ride to transit? As proposed will add alot more pedestrians and traffic expected with increase in homes, parking garage slots, etc. Already intersection of previous fatalities and pedestrian overpass promised. Will at least 25% of the proposed housing units be for low and very low affordable housing to satisfy need in this area?	Kenmore
15	3/2/2021	Reasons why BRT stop locations were chosen.	All
16	3/2/2021	Parking, frequency and hours of BRT operation	All
17	3/2/2021	So S3 S2 or S1 won't be designated north south east or west?	All
18	3/2/2021	What will the new BRT route be named?	All
19	3/2/2021	Currently, Kenmore has great single-bus, seated rush hour transit direct to downtown. Metro and ST are eliminating these routes and replacing them with just S3 BRT - connecting it initially to Roosevelt station. Can you describe the existing rush hour combined Metro/ST ridership compared with the capacity planned for rush hour BRT?	Kenmore
20	3/2/2021	I don't know if I missed it, but what is the proposed timeline for the BRT property affected in Kenmore and the property purchase/eminent domain process take effect for the same Kenmore areas?	Kenmore
21	3/2/2021	How does the anticipated ridership capacity for ST3 compare to current ridership capacity along 522?	All

	Date received	Comment	Jurisdiction(s) comment relates to
22	3/4/2021	From the latest maps on your website it looks like the 145th st westbound lanes from 522/Lake city way will be reduced to one lane and then opened back to up to two lanes at 31st ave. Has anyone considered the impact this will have on drivers wanting to turn left into 30th ave from 145th st? It will back up traffic considerably, especially if drivers in the right lane at that intersection are stuck behind a STRIDE bus stopping at the 30th ave westbound station while drivers in the left lane are trying to turn left and the traffic is backed up because there is only one lane between 522 and 31st ave. The other reason this is of great concern is that drivers coming eastbound down the hill on 145th tend to run the red light at 30th ave because they have picked up speed coming down the hill. This is a problem for the westbound drives waiting to turn left on 30th after the light turns red. The result is usually an accident. Will there be turn lanes on 145th at 30th?	Shoreline, Seattle
23	3/4/2021	Why Can't we use the center lane where You can make left or right turns as the extra lane instead of ripping up 10 feet of the property of the Watercrest Apartments Lake Washington Heights condo association and Brileys	Lake Forest Park
24	3/4/2021	My questions are around the impacts of partial property acquisition along SR522: -More details about the retaining walls that will go up, and what impacts it will have on the adjacent property owner's yard -Will the retaining wall have noise barriers? -Info on changes to the power/cable lines along SR522 -More details around tree removal and replacement, and if property owners get to provide input	Lake Forest Park
25	3/4/2021	What properties are affected along the west side of Bothell way between 155th and 39th?	Lake Forest Park
26	3/4/2021	How will pedestrian access along Bothell Way in Lake Forest Park be maintained or improved?	Lake Forest Park
27	3/4/2021	I would like to better understand the plans for parking and rider comforts at the facility in Lake Forest Park.	Lake Forest Park
28	3/4/2021	When with this construction be completed. Very tired of the mess getting to and beyond Bothell!!	All
29	3/4/2021	Support structures to prevent slides.	All
30	3/4/2021	North Seattle 130th Infill-station	Seattle
31	3/4/2021	pedestrian safety on NE 145th and Bothell Way NE	Shoreline, Seattle
32	3/4/2021	Construction impacts to 145th St	Shoreline, Seattle
33	3/4/2021	New sidewalks from 15th NE to the freeway station along 145th?	Shoreline, Seattle
34	3/4/2021	Safer bicycling and walking	All
35	3/4/2021	Will there be any improvements, like a left turn lane, at the intersection of 145th and 25th because of increased bus traffic?	Shoreline, Seattle
36	3/4/2021	Show the data supporting your decisions. How to access the data?	All
37	3/4/2021	How this may impact homes along 145th.	Shoreline, Seattle

	Date received	Comment	Jurisdiction(s) comment relates to
38	3/4/2021	Taking out the stop at 23rd makes it .8 miles between the 15th and 30th stops. This is too far for many disabled passengers like myself. This stop was still on the map when I signed up for this meeting. Between taking away stops and not extending the bus to Aurora, this route is much less useful to Shoreline.	Shoreline
39	3/4/2021	Do any of you actually ride the bus? There is no single route one can take from Lake City to Aurora along 145th. The area is severely lacking in E/W routes.	Seattle
40	3/4/2021	Sorry if I am barking up the wrong tree here, but does Metro have any intention of operating a local route on 145th between Lake City Way and Greenwood Avenue to supplement the BRT route (and compensate for the wider stop spacing?	Seattle
41	3/4/2021	145th is already a very busy corridor. I feel like this project is going to be adding a lot more traffic in the form of more buses, but not adding any improvements, such as sidewalks and left turn lanes. Is this correct?	Shoreline, Seattle
42	3/4/2021	I couldn't find a place (e.g., a comment box) to submit comments in the online open house. Is the only way to submit comments via email? (If not can you please provide a link to where the online open house comment submission form is?)	All
43	3/4/2021	I am a homeowner on 145th and nobody has reached out asking to meet with me. Does that mean that my property won't be affected by the project?	Shoreline, Seattle
44	3/4/2021	Does the design include any sidewalk improvements on sections of 145th that are not immediately affected by new stations? If not, what jurisdiction should I ask about future sidewalk improvements along (the north side of) 145th?	Shoreline, Seattle
45	3/4/2021	Which KC Metro routes will continue to serve the stop at 145th & 25th NE? Will those routes provide service to the new light rail station?	Shoreline, Seattle
46	3/4/2021	I live on the corridor (on 145th). When will I know if I will be able to keep my house?	Shoreline, Seattle
47	3/4/2021	Can you provide some information about what Stride buses will look like? What kind of features riders can expect? Thanks for the info!	All
48	3/4/2021	Your Expecting King County Metro to pick-up the slack, by your lack of proper coverage with BRT Stops, will you be helping Fund Metro to pick-up this slack ?	All
49	3/4/2021	Where is the maps of affected properties for acquisition ?	All
50	3/4/2021	Please pretty please consider putting a left turn arrow from EB 145th to NB 25th Ave (similar to the one going from WB 145th to SB 1st Ave by the Lakeside School).	Shoreline, Seattle
51	3/4/2021	Will Route 308 continue to run?	Shoreline, Seattle
52	3/4/2021	Metro Connections is not funded, and has not been funded for years. When is it going to get funded ?	All

	Date received	Comment	Jurisdiction(s) comment relates to
59	3/9/2021	145th is nice, but not useful to me. Ideally, there would be rapid transit that services LFP residents to downtown kenmore and the MLT transit center. right tnow the 331 bus runs too infrequently and doenst go to MLT transit center . Recommendation alter the 331 route to go to mlt transit center and run it mor eoften and later in the evenings. thats something that can be done using existing buses and is a cheaper option.	All
60	3/9/2021	Why Can't we use the center lane where You can make left or right turns as the extra lane instead of ripping up 10 feet of the property of the Watercrest Apartments Lake Washington Heights condo association and Brileys	Lake Forest Park
61	3/9/2021	My questions are around the impacts of partial property acquisition along SR522: -More details about the retaining walls that will go up, and what impacts it will have on the adjacent property owner's yard -Will the retaining wall have noise barriers? -Info on changes to the power/cable lines along SR522 -More details around tree removal and replacement, and if property owners get to provide input	Lake Forest Park
62	3/9/2021	What properties are affected along the west side of Bothell way between 155th and 39th?	Lake Forest Park
63	3/9/2021	How will pedestrian access along Bothell Way in Lake Forest Park be maintained or improved?	Lake Forest Park
64	3/9/2021	I would like to better understand the plans for parking and rider comforts at the facility in Lake Forest Park.	Lake Forest Park
65	3/9/2021	Parking, frequency and hours of BRT operation	All
66	3/9/2021	When with this construction be completed. Very tired of the mess getting to and beyond Bothell!!	All
67	3/9/2021	Land acquisition timelines for properties affected.	All
68	3/9/2021	Parking Garage at the Lake Forest Park Town Center	Lake Forest Park
69	3/9/2021	My home is located [near] Bothell Way & 165th, Please cover the topics of LFK re-building code if needs.	Lake Forest Park
70	3/9/2021	Impact to Bothell Way homes. No contact letter or updates since early 2020.	Lake Forest Park
71	3/9/2021	any changes in plan that will affect me	Lake Forest Park
72	3/9/2021	Concern about the increased traffic in 145th and Bothell Everett Highway	All
73	3/9/2021	Will you buy my house at market rate?	All
74	3/9/2021	Possibility of pedestrian path acquisition on vacant lot on 155th street. Hundreds of households have no access to Burke Gilman	Lake Forest Park
75	3/9/2021	What assurances can you give that this project will not be impacted by the $11B cost overruns?	All
76	3/9/2021	Burke Gillman Trail Impacts	Lake Forest Park
77	3/9/2021	What is the date work will start at Lake Forest Park Neighborhood?	Lake Forest Park

	Date received	Comment	Jurisdiction(s) comment relates to
78	3/9/2021	Effect on property owners whose land is affected and borders BRT project.	All
79	3/9/2021	valuable public benefits of BRT and multi-modal/parking access - and why still important to plan/build for post-pandemic use	All
80	3/9/2021	Do you still plan to build a parking garage in Lake Forest Park? And, will you be working with King County for a joint stop/plat	Lake Forest Park
81	3/9/2021	How high retaining wall will be? and existing our fence will be replaced and what is materials will be?	Lake Forest Park
82	3/9/2021	The timeline for implementing the new zoning requirement for properties within 1 mile of SR522	Lake Forest Park
83	3/9/2021	Reason for shifting some of the Lake Forest Park bus stops, for instance the stop at Bothell Way and 145th St	Lake Forest Park
84	3/9/2021	General Information on the Entire Route	All
85	3/9/2021	Effect of the project on 39th Ave and Lake city way	Lake Forest Park
86	3/9/2021	Road noise, sound proof walls. Traffic speed.	All
87	3/9/2021	Will current stops be the same on Bothell Way? Car park in Lake F Prk be restricted in any way? Will Lake F P residents have pref	Lake Forest Park
88	3/9/2021	May we provide comments or ask questions of the technical design?	All
89	3/9/2021	direct impact on specific property/address	Lake Forest Park
90	3/9/2021	You said you were going to start property aquisition soon. Do you intend on buying property from people along the route? When would we know if this includes your property.	All
91	3/9/2021	are there going to be gaps in the retaining wall for various property accesses?	Lake Forest Park
92	3/9/2021	The retaining wall said to be 10'-14' in design. Does that height includes property owner fence?	Lake Forest Park
93	3/9/2021	You mentioned that 522 would be moved 18ft to the west between 153rd and 41st. How much will this be cutting into the bank between 155th and 38th? There is already a partial retaining wall along that section, how much will it be moved to the west?	Lake Forest Park
94	3/9/2021	If our property has not received follow-up contact from ST, can we assume there will not be significant impact to the property?	All
95	3/9/2021	Will the fron entrane to our building allow for an ADA compliant entry walk given we have a resident covered under ADA?	Lake Forest Park
96	3/9/2021	Will the additional buses be electric?	All
97	3/9/2021	Followup about pedestrian access to stations. Will crosswalks be added at major intersections along SR522? Currently some crosswalks are missing at 153rd street and Ballinger Way.	Lake Forest Park
98	3/9/2021	will the park in ride in Lake Forest Park aliviate the current parking issue we are having along 39th and 165th?	Lake Forest Park

	Date received	Comment	Jurisdiction(s) comment relates to
99	3/9/2021	If you widen it to the west the intersection of 39Th and 160th and 522 are you going to have to drop the level of 39th avenue in front of my house?	Lake Forest Park
100	3/9/2021	Is 300 parking spaces enough? That number has proved inadeqaute in other cities	Lake Forest Park
101	3/9/2021	For the proposed BRT route, there seems to be a large widening of the road planned. There are some very hilly hills with homes on those hills. What are the engineering and precautions being taken to ensure this is done safely without disturbing all the homeowners along that route?	Lake Forest Park
102	3/9/2021	My apologies for joining late, but if I'm reading the updates correctly, the sidewalk through LFP is planned for the east side of the highway. Has any consideration been made for crime prevention through environmental design? There are homes that are front facing 522 or have their driveways backing up to 522, and I believe creating a pedestrian thoroughfare along the residential side (east) of 522 between 2 rapid ride stops that pick up and drop off have the potential of exponentially shooting up property crimes as I have witnessed happen in seattle along rapid ride routes. I advocate for the sidewalk to be along the west side of the highway where there will be tall retaining walls protecting those homes from crime.	Lake Forest Park
103	3/9/2021	Any plan for bus 308, 309, 312 inprovement?	All
104	3/9/2021	Won't the commute time be longer after 522 is rerouted to the Roosevelt Light Rail station, as well as being substantially less convenient since it requires a change	All
105	3/9/2021	What is the likelihood that the parking garage at Town Center will get built and what would be the new timeline given the realignment process?	Lake Forest Park
106	3/9/2021	Will Metro 372 still serve UW or will this get replaced by S3 to Light Rail?	All
107	3/9/2021	Will the future timelines of projects incorporate the post-pandemic changes in ridership? What are those current and projected changes in ridership? Most basically, how are you forecasting demand?	All
108	3/9/2021	Kathy headway remark implies a 10-minute Stride headway at off-peak periods. That is great.	All
109	3/9/2021	Given Lucien's comments about ST Express routes and duplication and connecting with Link, when will Route 545 be truncated at the UW Stadium Station? Before Covid, Route 545 ran on the congested general purpose lanes of I-5 in both directions. Congestion will return.	All
110	3/9/2021	Could not the ST Board reset of ST3 include changes to the Stride S3 scope? For example, could the garages be zeroed out?	All
111	3/9/2021	Will the LFP garage have joint use? That is, will it be used for other purposes at non commute times?	Lake Forest Park
112	3/9/2021	A 300-Stall Parking Garage gives less than 300 stalls over-all, when loss of current parking spaces are factored in, why not increase parking by 300+ stalls ?	Lake Forest Park

	Date received	Comment	Jurisdiction(s) comment relates to
113	3/9/2021	[Agree with] question above. Metro could consider a local route between LFP town center and the Mountlake Terrace Link station via SR-104, 35th Avenue NE, NE 205th Street, and 56th Avenue West. The east part of Route 331 may be duplicated by Stride and Route 372.	Lake Forest Park
114	3/9/2021	What will the transfer point between S3 and the I-405 line be like? Will intending riders have to reach the level of I-405 center lanes? How much waiting? How much noise?	All
115	3/9/2021	Suppose Lynnwood Link opens before S3. Would ST continue to operate Route 522 to/from Roosevelt Link in the meantime? Would it run every 10 minutes at all time periods as Stride would?	All
116	3/9/2021	on NE 145th Street, there are some utility poles blocking the sidewalks. Will that be corrected on blocks away from the Stride improvements?	Shoreline
117	3/10/2021	Light Rail seems to utilize bridges instead of evening out the land underneath it. It seems like this is a waste of money. I get the concept of slopes for the rails, but it seems a bit excessive. What is the main advantage of the bridges?	All
118	3/10/2021	Straightening pedestrian access to the bus stop at 98th Ave NE from Bothell high school side.	Bothell
119	3/10/2021	Will transcripts be available after the meetings sometine?	All
120	3/10/2021	Direct service to UW Seattle campus.	All
121	3/10/2021	Hoping for safe/regular/fast connections from Bothell. Also hope to learn about when it will be complete. A family member lives in Bothell & works in Kent. Curious if this can combine with anything in Seattle to make for a good commute.	Bothell
122	3/10/2021	Traffic impacts, parking garages, scheduke	All
123	3/10/2021	Sidewalks. Walking and Biking access to SR 522/I-405 Hub	Bothell
124	3/10/2021	Is the bus going down NE 185th Street?	Bothell
125	3/10/2021	cost, frequency, schedule,	All
126	3/10/2021	Ped/bike improvements	All
127	3/10/2021	Bringing along a bike	All
128	3/10/2021	Route through downtown Bothell	Bothell
129	3/10/2021	522/405 station, and bike access to stations	Bothell
130	3/10/2021	Bike and pedestrian improvements crossing I405 at Beardslee	Bothell
131	3/10/2021	Will it be faster to get to downtown Seattle using this new 522 / light rail combination?	Bothell
132	3/10/2021	Will the SR 522/I-405 transit hub have pedestrian access?	Bothell
133	3/10/2021	What will be the layover when a rider gets off ST 522 at Roosevelt while waiting for Light Rail to downtown Seattle?	All

	Date received	Comment	Jurisdiction(s) comment relates to
134	3/10/2021	Will all of the bus stops have pull outs for the buses so they dont impact normal traffic. Thinking of NE 185th at 104th there is not a lot of room there additional lanes.	All
135	3/10/2021	Is there going to be pedestrian and bike upgrades to the bridge on Beardslee over I405?	Bothell
136	3/10/2021	Is this replacing ST522 or supplimenting it? Are you aware of how confusing it is to have multiple buses with the same route number not actually going to the same final destination? Every other route can be clearly identified by simply knowing the route number. Making this one route with different destinations for the same bus route has frequently burned me. If this is supplementing, then there will be 4 bus routes to increase confusion.	All
137	3/10/2021	Are they planning to slow down SR522 by adding traffic lights on SR522 at I-405?	Bothell
138	3/10/2021	What is the plan for providing high quality bike and pedestrian access to stations (particularly the 405-522 station) and for providing bike storage at stations?	Bothell
139	3/10/2021	We do not like that you are making us get off the bus (where we had seats to sit in), stand around waiting for a train, then getting packed to stand on a train to complete the ride, knowing the overall time will also not be faster.	All
140	3/10/2021	What improvements are being made to better connect Bothell to the Eastside?	Bothell
141	3/10/2021	What will happen with the current Bothell Park and Ride? Will that be utilized for this project or will all parking be diverted to the new garage by Pop Keeney? Thanks! Great Job tonight!	Bothell
142	3/10/2021	What was the decision to have the tranist bus go on NE 185th when there are the police stations and fire stations located there?	Bothell
143	3/10/2021	NE 185th has businesses and residences including where I live. What impact will there be to the properties?	Bothell
144	3/10/2021	I have asked several times via the web site and have not received an answer - is the whole plan to have people take light rail to/from 145th transfer to S3 to get to Kenmore? Thus meaning the 522 bus line is going away completely? I LOVE the 522 bus to downtown Seattle. It is so easy and so efficient when I need it.	Kenmore
145	3/10/2021	Who will be responsible for the added maintenance at each stop? Right now the 522/61st stop in Kenmore is somewhat trashed. Adding planters and things that need to be kept up, there needs to be budget to do the work. Evidence of the lack if this being planned in is the work that was done to 522 5 years ago. Many medians were added and they are a garden mess and not maintained.	Kenmore
146	3/10/2021	The connection at 405 is a good plan.	Bothell

	Date received	Comment	Jurisdiction(s) comment relates to
147	3/10/2021	The 522 going away completely is not the best way to serve the community needs. People want efficiency not more hub and spoke.	All
148	3/10/2021	People already walk up the hill from the Bothell P&R. Do you take the bus through Bothell.	Bothell
149	3/10/2021	It seems like it would be a great idea to combine resources and make something that works for ST and Metro routes that go through Bothell. It would be far more efficient have have a combined plan.	Bothell
150	3/10/2021	Thank you for doing the presentation tonight! It's been helpful and informative!	Bothell
151	3/10/2021	Easy quesiton - How many participants on average join these discussions	All
152	3/10/2021	For a BRT bus there doesn't seem much of a difference (besides fancy bus stops and busses) than routes 522 and route 312. The majority of these stops have limited riders boarding. Since they are already being catered too why would ever stop there?	All
153	3/10/2021	What caused the shift from not having parking garages around Light Rail stations to now having a significant amount of parking lots around the BRT line. Don't you want people walking/biking to get onto this bus route instead of taking their cars?	All
154	3/10/2021	Kathy - Question for you. The parking garages especially around protected wildlife is a concern to me. Also the ability to provide recreation to the communities that the parking garages are located in also interest me. My question for you is can we either build underground parking garages and put a nice park or soccer field on top or can we either add a roof to the top of the parking garage, put grass on top of it, and have it open to the public as a park	All
155	3/10/2021	Lucien - Does planting plants in planters count torwards the 'artwork' requirement for the project	All
156	3/10/2021	How much has Light Rail ridership projections changed due to people working from home more than pre-covid?	All
157	3/10/2021	what's going to be the metro and community Transit service changing	Bothell
158	3/10/2021	but is it gonna still be the same route 532 from Everett To Bellevue	Bothell
159	3/10/2021	is the route 560 between burien and bellevue going to be what it is when the stride opens	All
160	3/10/2021	so what's gonna be The sound Transit route 522 and 532/535 changes	All
161	3/10/2021	so what's gonna be the sound transit bus restructure for route 522 and 532/535	All
162	3/10/2021	How many participants today need ASL, Spanish, and Mandarin interpreters	All
163	3/10/2021	While having route 522 only go as far as Link station may be more efficient, having to transfer in snow/rain/cold seems more difficult for riders, especially older ones. Please comment.	All

	Date received	Comment	Jurisdiction(s) comment relates to
164	3/10/2021	What does worst case travel time from bothell to westlake via roosevelt look like vs the old 522 route in the forthcoming restructure?	Bothell
165	3/10/2021	Is the proposed i405 transit hub going to be done within the schedule of brt522?	Bothell
166	3/10/2021	Future construction on the 520, how UW Bothell fits into everything	Bothell
167	3/10/2021	It would be great if the route could stop at the UW Bothell / Cascadia College stop that's on the campus.	Bothell
168	3/10/2021	Is the line from UW Bothell to Main campus in Seattle going to remain?	Bothell
169	3/10/2021	Is KC Metro considering adding another stop after the HUB stop on Main campus to make a UW station transfer more accessible?	Bothell
170	3/10/2021	I'd love to know if it's feasible to have a bus stop on the UW Bothell / Cascadia campus. The bus is already going right past there - it would be great to make it easy to hop on at the colleges!	Bothell
171	3/10/2021	(Not a question :)) Thank you for answering the UWB / CC question!	Bothell
172	3/10/2021	Would the bus route from Bothell UW to UW main campus switch from going along Lake City Way to going up 145th and depositing people onto Light Rail as well?	All
173	3/10/2021	Options for connecting to Woodinville	Woodinville
174	3/10/2021	How much faster will I get from Woodinville to the University St. station with this bus/train combination ride than the current bus route?	Woodinville
175	3/10/2021	Including transfer times, how much faster will I get from Woodinville to the University St. station with this bus/train combination ride than the current bus route?	Woodinville
176	3/10/2021	The Woodinville Express portion operates on a heavy traffic road involving two left turns and roughly 10 traffic lights, w/o transit improvements along the route. My concerns involve reliability with transfers to the S3 and S2, frequency of trips on weekends, and the timeline for bus electrification to combat climate change. Have you explored a transit exclusive route along Sammamish River Trail, + RaIl corridor?	Woodinville
177	3/10/2021	If Woodinvile was interested, could the 522/405 station accommodate a connection from the Sammamish River trail.	Woodinville
178	3/10/2021	Please explain how having to transfer from the 522 to Link in order to go to/from downtown benefits Bothell/Woodinville commutes	Bothell, Woodinville

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